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DEATHS.

Accidentally drowned at Shanghai, on the 3rd July, 1899, ADA WALLACE, in her 19th year.
At Nagasaki, on the 7th July, 1899, W. H. DEVINE, formerly of Shanghai.

ARRIVALS OF MAILS.

The Canadian mail of the 19th June, arrived per C. P. R. steamer *Empress of Japan*, on the 11th July (22 days).

EPITOME OF THE WEEK.

Dr. Schurman, the President of the American Philippine Commission, arrived from Manila by the gunboat *Bennington* on 7th July and left on the 8th by the P. & O. steamer *Rohilla* for Japan.

Messrs. J. G. Pardon and Thos. R. Wheelock have been asked to act as delegates of the Shanghai General Chamber of Commerce to the forthcoming International Commercial Congress at Philadelphia.

From the *Peking and Tientsin Times* we learn that Sir Robert Hart entertained the British, American, French, German, Russian, Japanese, Belgian, and Italian Ministers at a banquet on the 26th June.

A Hankow dispatch states that there has been fighting between Protestant and R. C. converts at Shanchou, Hupeh province, and of such a serious nature that troops will have to be sent by the Hankow Taotai to the scene of disturbance.—*N. C. Daily News*.

Japanese papers state that at a Cabinet meeting recently held it was decided to allow Chinese subjects free residence on the operation of the new treaties. The decision, however, will not be officially published, as the status of Chinese is not affected by the new treaties.

The Japanese Government has, it is stated, definitely decided to abolish the export duties on and after the 7th, July.

It is stated in American papers that General Miles has asked for the Philippine command, but that the chances are against his obtaining it.

We are informed that, subject to audit, the directors of the Hongkong and Shanghai Bank propose to pay at the forthcoming meeting a dividend of £1 10/- per share, add \$1,000,000 to the reserve fund, write off \$250,000 from property account, and carry forward about \$950,000.

The new electric tramway from Ma-chi-pu to the Yung-ting Gate was formally opened for traffic on the 30th June. We believe the trams are to run in connection with the trains, and the fare will be ten cents. No luggage can, however, be taken on the cars, but must follow in charge of a servant.—*Peking and Tientsin Times*.

The *Echo de Chine*, under the heading of Eastern Szechuen, says:—Father Giroux has been captured by a band of brigands in the district of Nganhio. Will this prove a second Yu Man-tse affair? The Chinese Government has shown such indifference about punishing the guilty parties in the last brigand revolt that another rising is to be feared.

The Shanghai magistrate, under instructions from Viceroy Liu at Nanking and Provincial Treasurer Nieh at Soochow, issued a proclamation on the 6th July prohibiting the export of grain or rice from Shanghai, the reason given being the great scarcity of food-stuffs in that part of Kiangsu and the distress to the people arising from the high prices demanded for them.

It is reported in local mandarin circles, says the *N. C. Daily News*, that Yu K'eng ex-Minister to Japan and Minister-designate to the French Republic, is *persona non grata* to the Republic, which upon receipt of news of the appointment at once telegraphed to Peking its refusal to accept Yu K'eng as Chinese Minister. This led to his memorial asking to be excused from going abroad again on the ground of physical disabilities.

The *Echo de Chine* announces with extreme regret the death of Père Lemonnier, formerly Procureur-Général of the Missions Etrangères at Shanghai, and afterwards at Hongkong. He left Europe for the Far East in 1855, and before coming to Shanghai was Professor in the College at Penang. He was a man of high attainments, and deep devotion to his work, affable to all and very self-denying, and his death is a great loss to the Missions.

It is stated in the vernacular papers that no less than 23 carts carrying various kinds of books, translated into Chinese from English standard works on political economy, science of government, etc., etc., were brought to the Empress Dowager's Palace on the 29th ultimo, having been purchased by Her Majesty's command from the book depots of Tientsin and Shanghai. The cost of these books was a little over Tls. 3,000 and it would appear that in her many trials and troubles of government the Empress Dowager is determined to make a study of Western civilisation and sciences in order to be able to direct the reforms which public rumour now credits her with being desirous of inaugurating, knowing by experience now that reactionism spells ruin for China.

The *Hupao* states that both the brothers Li Han-chang and Li Hung-chang have been recently buying up, through their agents, considerable landed property in Wuhu, near the foreign Settlement. The reason for this seems to be that it is intended by the Chinese Government to open a "commercial" port there, on similar lines to Woosung, and, knowing this, the shrewd brothers have bought up all available property within the proposed new port.—*N. C. Daily News*.

A Peking despatch to a local Chinese official at Shanghai reports, says the *N. C. Daily News*, that Viceroy Liu K'un-yi has sent to the Throne his resignation of the Viceroyalty of the Liangkiang provinces, and that it is rumoured that Wang Wen-shao, now President of the Board of Revenue, may possibly be appointed to succeed Viceroy Lin. Kang Yi, it is well-known, is also anxious for the post, but it is said that the Empress Dowager prefers to have him at Peking as a counter-balance to the increasing power of her nephew Jung Lu's party.

The *Hyogo Evening News* states that a severe rain and thunderstorm was experienced on Friday afternoon, 20th June, between Kobe and Hamamatsu. The gale is described as having been so strong as to impede the progress of a train on the Government line. In Mikawa prefecture five passenger cars were carried by a sudden gust of wind over an embankment twenty feet high. The terrible fright of the passengers as the cars rolled down the embankment can be better imagined than described. Agonising screams made themselves heard above the roar of the thunder and the wind. Though twenty-three persons were injured, fortunately none were killed. Assistance was forthcoming from the nearest railway station and villages, and the affrighted and injured passengers were rescued from among the debris. They were taken to a hospital close by, where they received every attention. It is feared that some of the patients will not recover.

The Russo-Chinese Bank evidently intends to become a prominent institution in China. It was only the other day that it purchased one of the most eligible lots in Shanghai, on which it intends to erect a particularly handsome and imposing building, and it is following the same course at Tientsin. The correspondent at that port of the *N. C. Daily News* writes:—The continued prosperity of the port is strikingly illustrated on the rare occasions when the leasehold of H.M.'s Government lots changes hands. A small portion (3,675 mow) of the estate of the late Mr. R. B. Mostyn was recently disposed of by public auction. The site is excellent both for business and residential purposes, being at the corner where Consular and Victoria Roads meet. The Russo-Chinese Bank was the purchaser at T. Tls. 23,500: this is equivalent to T. Tls. 6,394 per mow (say £6,000 per acre). It may be remarked, as an aside, that though the Bank thus becomes a land-renter at the highest cost on record, it does not become a voter. The Land Regulations for the senior British Concession stipulate that four mow shall be the minimum area entitling the renter to a vote. It is not impossible that the glaring unfairness of this new case may induce the land-renters to move in the matter of revision of their antiquated regulations. The high price paid is all the more remarkable when it is borne in mind that the lease now extends only for a period of sixty odd years.

LORD CHARLES BERESFORD ON HONGKONG AND THE CHINESE CUSTOMS.

(Daily Press, 18th July.)

Lord Charles Beresford, in his report to the Associated Chambers of Commerce on his recent mission to China, has something to say about the Customs question at Hongkong. His Lordship appears to have thought that there was a good deal to be said on both sides and not to have formed any very decided opinion of his own. "Both sides," he says, "the British community and those representing the Chinese Maritime Customs, seem anxious to adjust their differences in a friendly manner. On the side of the Chinese Customs the authorities work in the line which they consider best for the interests of the Government they serve. On the British side the merchants have clearly pointed out that the present system is harmful to the interests of British trade. At the same time it must always be remembered that the Customs service is not regarded with any great affection by the merchants of any country. If the Associated Chambers thought wise to press this question forward, there can be no doubt that a satisfactory settlement would shortly be arranged, and British trade and commerce materially benefited." Elsewhere his Lordship says:—"I made it my business to find out the opinion of the Chinese traders themselves as to shifting the Chinese Customs House from British to Chinese property, and as far as I could gather they were unanimously in favour of such a change. The two Chinese members of the Legislative Council of Hongkong—Dr. Ho Kai and Mr. Wei Yuk—were both in favour of this proposed change. It is, however, proper to add that I could get no evidence that the junk masters and Chinese merchants had actually complained of the Chinese Customs House being on British territory." His Lordship could not get the evidence, because it does not exist. The Chinese merchants and junk masters have no reason to complain of the existing arrangement, and accordingly they do not complain.

Both sides being, as Lord Charles Beresford says, anxious to adjust their differences, it is important that misconceptions should be removed and the real facts of the case clearly recognised. The difference is a political one, rather than a commercial one. The British residents of Hongkong have seen in the operations of the Chinese Customs some danger of the jurisdiction of the British Government over the colony being invaded and British prestige lowered. In support of the case against the Customs efforts have been made to prove that the Customs were prejudicial to the junk trade of the colony, but such efforts have all been complete failures, being entirely unsupported by evidence and resting only on hypothetical premises. Feeling, however, has been imported into the discussion to the extent of confusing hypothesis with fact, and the declaration was made to Lord Charles Beresford "that the Customs have practically blockaded Hongkong, and the system employed is such as to offer considerable obstruction to the development of trade by native traders, principally brought about by illegal search without warrants in British waters." His Lordship goes on to say that there is great difficulty in proving such cases, because "native evidence only is available on the British side, while on the Imperial Chinese Customs side European evidence is always to be

"obtained in the person of the officer commanding the Customs launch." It seems rather anomalous that what is termed the British side of the case should be dependent solely on Chinese evidence while the Chinese side has European evidence. In such a case to which side would a Supreme Court jury give credence? When it is remembered that the Chinese evidence is the evidence of presumed smugglers trying to avoid arrest the case would seem rather a flimsy one to go into court with.

Lord Charles Beresford might have made the case clearer to the Chambers of Commerce at home had he drawn a comparison between the state of affairs that existed before the present arrangement came into force and that which now obtains, and differentiated between the Foreign Customs Service and the Native Collectorate. The members of the Imperial Maritime Customs Service are Chinese officers, in the sense that the Sirdar is an Egyptian officer, but they are more particularly officers of European civilisation and honesty, and to a Service of that kind it is not the part of Hongkong to assume a position of antagonism. Lord Charles says that "the existing arrangements were made in the year 1884 at the request of the Chinese Customs in order to protect Chinese revenue, particularly against the opium farmer." This is inaccurate. The arrangement was made in 1886 (the date is immaterial) in pursuance of clause 7 of section 3 of the Chefoo Convention, which reads as follows:—"The Governor of Hongkong having long complained of the interference of the Canton Customs revenue cruisers with the junk trade of that colony the Chinese Government agrees to the appointment of a Commission to consist of a British Consul, an officer of the Hongkong Government, and a Chinese official of equal rank, in order to the establishment of some system that shall enable the Chinese Government to protect its revenue without prejudice to the interests of the colony." The Commission was appointed, the British members being Mr. Brennan as representing the Consular Service and the late Sir James Russell as representing the Hongkong Government, and the present arrangement was the outcome. The arrangement has been successful to the extent that the measures taken by the Chinese Government to protect its revenue have since that time been "without prejudice to the interests of the colony." It was in the interests of the colony, as much as in the interests of China, that the control of the revenue stations in the neighbourhood of Hongkong was transferred from the Native Collectorate to the Foreign Customs, and the colony has had no reason to complain of the result. It was a distinct step forward, and it is now proposed by the Hongkong Chamber of Commerce to make a further advance by establishing a bonded warehouse in Hongkong, a proposal that was mooted in 1886, as it had been previously, but which the Hongkong community was at that time wholly unprepared to entertain. But in making this proposal it is as unnecessary as it is inaccurate to allege that the Customs have hitherto acted in a manner prejudicial to the trade of Hongkong. It has been their business to collect the duty on imports into or exports from China in native bottoms, and that they have done with the least possible interference with the trade. The imputation to the Customs officials of motives antagonistic to the trade is absurd on the face of it, for, apart from the high character of the Service which

would in itself negative such motives, it is to the interest of the Customs Service and of the revenue that trade should flourish, and any Commissioner would much rather that his returns should show an expanding revenue than show that he had succeeded in killing trade. The Native Collectorate, lacking both honesty and intelligence, overreaches itself and kills trade by squeezes, but under the Foreign branch of the service the collection is conducted as fairly and sensibly as in Great Britain itself. Further, while Lord Charles Beresford is told in Hongkong that the Customs are injuring the junk trade of the colony, he is told by the British merchants at Canton that steamers cannot secure their fair share of the carrying trade on the river because trade in native bottoms is favoured by preferential rates. The Hongkong Chamber of Commerce also has on former occasions made representations to the same effect. But if trade in native bottoms is unduly favoured, where does the grievance come in as regards that trade?

The only piece of evidence that it appears to have been found possible to lay before Lord Charles Beresford is "that the Custom House system has kept the junk trade almost stationary, it having only increased from 3,375,188 in 1884 to 3,441,295 in 1897." Considering the competition to which the junk trade is exposed from steamers and that the trade in junks to the north and south coasts has almost disappeared, and that the trade is confined now almost exclusively to the Canton delta, the fact that the total figures of the tonnage show no diminution but actually a small increase is very strong testimony negating the allegations that have been made against the Customs. Under the proposed new arrangements the conditions will be still more favourable, for if opium shipments are checked in Hongkong itself and the duty paid here the necessity of search at the stations will be largely diminished, if not done away with altogether. From a commercial point of view that is altogether desirable, for every merchant knows from his own experience that when Customs duties have to be paid it is to the interest of trade that the arrangements for their collection should be such as to involve the least possible delay and expense. In dealing with a Service like the Foreign Customs there ought to be little difficulty in arriving at an arrangement on these lines without any infringement of British jurisdiction in the colony. In this connection it may be noted that Lord Charles Beresford was supplied with the Customs proposals, substantially the same as those embodied in Sir Robert Hart's despatch recently published in the *Government Gazette*, but the first clause, suggesting that Hongkong should recognise the Kowloon Commissioner and that facilities should be given for carrying out his duties, is accompanied by a footnote which contains the following:—"Presence in Hongkong admittedly by favour of British Government. Commissioner to be Englishman." "Whole arrangement liable to withdrawal if head of Chinese Customs Service not an Englishman." Under these conditions there would be little prospect of the Service being conducted in a manner intentionally inimical to British interests; but there are no doubt political objections to the presence in a British colony of a Foreign Customs house endowed with executive powers legally exercisable in British territory or waters, even though the establishment be under British control. It is unjust, however, to attempt to support those political objections by allegations that the past action of

the Customs has been dictated by a spirit of hostility to the trade of the colony, for such allegations are contrary to the fact. The Customs Service has as much interest as the Hongkong Government in seeing the junk trade flourish, as its revenue is immediately affected by the trade. The myopic view taken by some controversialists on this subject does not seem to take in the fact that the Foreign Customs Service was established in the interests of foreign trade and that it has well served those interests. The extension of its control to the whole of the distributing trade carried on in native bottoms is desirable, and it would be a mistaken policy on the part of Hongkong to offer needless obstructions to such extension.

THE SHIPPING CONFERENCE AND ITS BALEFUL EFFECT ON BRITISH TRADE.

(Daily Press 10th July.)

The Committee that sat in Hongkong in 1896, appointed by H.E. the Governor in response to an enquiry from the Secretary of State asking whether there had been any and what displacement of British goods in this market, reported that there had been such a displacement. One of the causes assigned for the displacement was lower freights outwards from foreign as compared with British ports, and this, the Committee regretted to say, was due to the action of the Shipping Conference (consisting chiefly of British steamship owners), which, while maintaining freights from British ports, carried cargo at a much lower rate from Continental and American ports, thus giving foreign manufacturers a virtual subsidy in their competition with British products. The Committee suggested that this question was of such paramount importance to British trade that it might fittingly form the subject of a searching investigation on the part of the home Government. Three years have passed and the baleful influence of the Shipping Conference on British trade continues unabated. Manufacturers and merchants are growing impatient under the grievous and unjust burden imposed upon them, and on the 8th June last a deputation waited upon Mr. RITCHIE at the Board of Trade to draw attention to the subject. Sir JOHN JENKINS, one of the deputation, said the iron and steel trades and other great industries had largely lost their Indian, South African, and Australian markets to Germany and Belgium because of shipping rings and their policy, which benefited the foreign manufacturer and merchant at the expense of their British rivals. Other speakers spoke in the same sense, and Mr. RITCHIE virtually promised an enquiry by the Board of Trade, but at the same time pointed out the difficulties of the question, which, he said, was really one of combination, and combinations were not illegal.

There can be no question that combinations are not illegal, but they may be used for an illegal purpose; in which case they become subject to the law; and there would be little difficulty in making such an amendment of the law as would render illegal the boycotting of outside steamers on the part of the Shipping Conference. By this boycott, exercised through the rebate system, competition in freights is stifled at British ports, where the Conference demands full rates, while at foreign ports it is willing to accept much lower rates. The Conference, however, even with its boycott of outside steamers, would not be seriously objected to were it not for the bounty it gives to foreign trade. In connection with the

great American trusts it is alleged, apparently with some reason, that by the economies they are able to affect in production and distribution they are enabled to serve the public on more advantageous terms than the individual manufacturer working under a system of unrestricted competition. The contention is that competition carried to extremes becomes wasteful, and that the intelligent organisation of industry on a large scale is in the long run more profitable to all the interests concerned, including those of the consumer. The same contention may be applied to shipping, and in the interview of the deputation with Mr. RITCHIE Sir JOHN JENKINS said "they had no objection to shipping firms and companies making arrangements among and between themselves to do the best they could to further their own commercial interests in competition with newcomers, with Continental rivals, or otherwise, so long as this was done without direct injury and special hardship to other interests." In the present case the hardship is that the Conference discriminates against the British manufacturer and merchant, and it is only by rendering the boycotting of outside steamers illegal, and so restoring free competition, that the British manufacturer and merchant can be secured fair play in competition with his American and Continental rivals the sooner that step is taken the better.

The Hongkong Committee made "special reference to the advantages conferred on American cotton piece goods in the China market by the rates of freight charged by the Conference steamers from New York to Hongkong and Shanghai, which average from 25/- to 30/- per ton as compared with 57/6 from London and Liverpool outwards. The same remarks apply to the shipment of machinery from the United States to China, the freight for which is about forty per cent. lower than that from British ports." In this connection we would invite attention to the following figures from the Chinese Customs returns giving the imports of certain classes of piece goods from Great Britain and America respectively for the years 1888 and 1898:—

ENGLISH.		1888	1898
Drills	pieces	542,826	73,356
Jeans	"	106,342	123,599
Sheetings	"	1,039,642	523,366
Total		1,688,810	720,321
AMERICAN.		1888	1898
Drills	pieces	496,096	1,314,761
Jeans	"	8,412	105,759
Sheetings	"	1,557,830	2,483,991
Total		2,062,338	3,904,511

Thus while British trade in these articles is only 42 per cent. of what it was ten years ago American trade has increased by almost 90 per cent.; in other words, the one has fallen to less than half of what it was, while the other has nearly doubled. The preferential freights accorded by British steamers to American goods may not be the sole or principal cause of the movement indicated by the above figures, but that they have had a good deal to do with it is indubitable. And these same British shipowners, who thus discriminate against their own countrymen and favour the foreigner, with the result that trade passes into foreign hands, will readily join in the cry about the loss of British prestige in the Far East. If there has been any loss of

prestige the members of the Shipping Conference have had more to do with bringing it about than the failures and mistakes of all our diplomats and ministers put together, for our prestige rests on our commercial supremacy, and that supremacy is being steadily undermined by the action of the Shipping Conference.

THE AREA OF EXEMPTION FROM LEKIN.

(Daily Press, 8th July.)

Messrs. BANKER and Co.'s experiment in running a piece goods shop in the city of Canton will be watched with interest by foreign traders, since it raises the important question of the area of exemption from lekin. In his report on the trade of Canton for 1896 Mr. Consul BRENNAN pointed out that while the intention of the framers of our treaties was that imports in British ships should pay only 5 per cent. *ad valorem* so long as they were consumed in the port—that is, the city and suburbs of Canton—and that an additional half-duty should clear them of all duties on their way to any place in the interior, the actual state of the case was far different; relying on the theory that China as an independent power is free to tax her own subjects as she pleases, and assuming that the Concession is the area of exemption from lekin, the provincial Government had narrowed the treaty right by confining its operation to British imported goods while they are in the hands of British subjects; once they are sold to Chinese a tax euphemistically styled terminal lekin or octroi is levied specially on such goods, and the practical outcome is that the duty authorised by treaty represents simply the share of the Central Government in the taxation of imports. "Further," continued Mr. BRENNAN, "as buyers from any shop opened by a foreigner beyond the limits of the Concession would be called upon to pay the extra treaty taxes, the right to trade freely in the city and suburbs of Canton has likewise been extinguished. Indeed, made confident by the long apathy of the British people, the local authorities would throw obstacles in the way of any enterprising person who should attempt to rent or hire such a shop." It appears an enterprising person has been found to put this question to the test, and that the Chinese authorities are, as predicted by Mr. BRENNAN, throwing obstacles in his way. In the House of Commons, on the 2nd June, Mr. BRODRICK in reply to a question said that a British subject named BANKER having intimated towards the end of last year his desire to open a piece-goods shop in the native city of Canton the Viceroy requested the Consul to order BANKER to close it, basing his opposition on the third section of the Chefoo Convention; and that the Consul in reply pointed out that the section in question was abrogated by the additional article signed in 1885, and stated that he was informing Mr. BANKER that he was at liberty to pursue his business, but that in the event of the two Governments subsequently deciding that the area of exemption from lekin was to be confined to the foreign concessions he would be liable to the payment of lekin. The clauses of the Chefoo Convention referred to provided that "with reference to the area within which, according to the treaties in force, lekin ought not to be collected on foreign goods at the open ports, Sir THOMAS WADE agrees to move his Government to allow the ground rented

"by foreigners (the so-called concessions) at the different ports to be regarded as the 'area of exemption from lekin;' and that at all ports opened to trade at which no settlement area has been defined such definition of area was to be made. By the Additional Article it was agreed that these arrangements should be reserved for further consideration between the two Governments. The BANKER case will perhaps hasten on this consideration. It would, however, be but a barren victory if the right of a foreigner to keep a shop in Canton free of lekin were established while foreign goods sold through Chinese were still subjected to the extra-treaty tax. What is wanted is to get rid of lekin altogether, and of the question of the area of exemption from lekin, by an arrangement that one payment at the port of entry shall free goods of all further taxation whether they remain in foreign hands or are transferred to Chinese.

THE OPENING OF CANTON.

(Daily Press, 13th July.)

The heading of an article which appeared in yesterday's issue, "The Opening of Canton," carries the mind back to the early days of treaty relations between China and European Powers. The Treaty of Nanking, signed fifty-seven years ago, provided that British subjects should be allowed to reside for the purpose of carrying on their mercantile pursuits, without molestation or restraint, at certain cities and towns, including Canton; yet it is only in this year of grace 1899 that the right of foreigners to establish places of business in the city of Canton beyond the limits of the foreign concessions and free of duty payments unauthorised by treaty has been established. It is sometimes said that foreign influence has only touched the fringe of China, and the history of commercial intercourse at Canton proves only too clearly the accuracy of the statement. The establishment of foreign firms in the city is, however, a notable advance for the interests of foreign trade and strikes a blow at the squeeze system that may be expected to have far reaching results, for when the right of foreigners to sell goods direct to the consumer free of lekin is clearly recognised it will be impossible to go on levying squeezes on native dealers in the same articles. The effect therefore will be that within the limits of the treaty ports foreign goods will reach the consumer with the payment only of the duties authorised by treaty. It remains to be seen, however, what measures the native authorities will endeavour to adopt for the neutralisation of the privilege.

LORD CHARLES BERESFORD ON THE RECOGNITION OF CHINESE AS BRITISH SUBJECTS.

(Daily Press, 14th July.)

In the letter addressed to Lord CHARLES BERESFORD by the Hon. Dr. HO KAI and Hon. WEI AYUK attention was drawn to the position of Chinese British subjects in China, the difficulty they experience in securing recognition and protection, and the objections they entertain to the observance of the rule of distinctive dress, which has been offered to them as a means of overcoming this difficulty. His Lordship's sympathy was excited and in his book, "The Break-up of China," he says:—"The statement with regard to the position of those Chinese who have become British subjects is not generally known, and, I submit, calls for the earnest attention of the Associated Chambers. It cannot

"add to the prestige of the British Empire, nor can it improve British trade and commerce, if this state of affairs is allowed to continue. There can be no possible reason why a Chinese who becomes a British subject should not enjoy all the privileges and advantages which are available to any other British national. Why should a Chinaman who wishes to become a British subject be compelled to submit to what he considers degrading and humiliating regulations a bit more than those other nationalities and creeds who wear the dress of their people, and who form the larger proportion of the millions who are proud to be the subjects of the queen of England?" The distinguished writer does not appear to have made enquiries as to the arguments on the opposite side, or, if he ascertained that there were such arguments, to have thought them worthy of mention. The question, however, is one of considerable importance, and although, as Lord CHARLES BERESFORD says, there can be no possible reason why a Chinese who becomes a British subject should not enjoy all the privileges and advantages which are available to any other British national, there are reasons, which have been repeatedly stated officially, and which appear to possess considerable force, why Chinese who desire to enjoy the advantages of British nationality should be required to clearly proclaim their nationality.

In November, 1866, a notification was published that British subjects of Chinese descent had by treaty no right of residence in the interior of China, and that if they were found so residing they were liable to be brought to the nearest port by the Chinese authorities as British subjects to be dealt with in accordance with the rules and regulations in such cases made and provided. In 1868 a circular was issued by the Minister at Peking which laid down that in the event of persons of Chinese descent electing to sink their British nationality they could not claim any exemption from the jurisdiction and laws of the country they adopted of their own free will, and enjoined all British subjects of Chinese descent while residing or being in Chinese territory to discard the Chinese costume and adopt some other dress or costume whereby they might be readily distinguished from the native population. In the case of a Straits born Chinaman who recently claimed British nationality upon getting into trouble at Amoy the position was stated in an official despatch by the Colonial Secretary of the Straits as follows:—"Her Majesty's Government cannot allow persons of Chinese race born in this colony to enjoy the benefits of a double nationality, that is to say, it cannot permit them, after acting as the petitioner has done as if they were subjects of the Emperor of China by residing and owning property in the interior forbidden to British subjects, afterwards to deny Chinese nationality and obtain as British subjects that full protection and countenance which can be accorded only to those who have consistently from their birth conducted themselves and been registered as British subjects." In a letter to the Times suggested by this case Mr. PICKERING, formerly Protector of Chinese at Singapore, pointed out that in China the very fact of shaving the head and wearing a queue is an acknowledgement of subjection to the dynasty which reigns at Peking, and any Chinese official is justified in considering such a person under his jurisdiction; for years after the appearance in China of the Tsing dynasty the Chinese were

willing to suffer persecution rather than submit to the tonsure, but for a century past the Chinese have come to look on the pigtail as a vital mark of distinction between the "man" and the "barbarian." The Straits born Chinese, Mr. PICKERING went on to say, "when in China wear the queue for fear lest they may be identified with Europeans or with any race not Chinese. Whatever these people, born under our rule, educated in our schools, and made wealthy by our protection, may say or write, in their heart of hearts they consider themselves Chinese, despise all other races as being inferior foreigners, and only plead British nationality to enforce a claim or when they are in trouble. If Straits born Chinese wish for the protection of our Minister and Consuls when in a foreign land they must be prepared to submit to such Foreign Office regulations regarding dress, coiffure, etc., as will enable both Chinese and British officials in China to distinguish British subjects from Chinese who own allegiance to Peking." These remarks apply equally to Hongkong Chinese. Readers who may be interested in investigating this subject further will find Mr. PICKERING's letter and the official notifications above referred to set out in Mr. NORTON-KYSSER's "History of the Laws and Courts of Hongkong."

No one would wish to make the Chinese British subject in China ridiculous by requiring him to wear a stovepipe hat and swallowtail coat, but there is nothing degrading and humiliating," to use Lord CHARLES BERESFORD's words, in requiring him to boldly proclaim his British nationality if he desires to enjoy the advantages it affords. On the other hand it would be degrading and humiliating to the British Government to be continually called upon to interfere between the Chinese authorities and Chinamen who had been passing as Chinese subjects but appealed to British protection when they got into trouble or wished to avoid payment of their debts. On the question of what the distinguishing badge of a Chinese British subject in China should be the British Government would naturally be disposed to consider to the fullest possible extent the wishes of the parties concerned, but it is essential that the badge, whatever form it may take, should be clear and unmistakable both to the Chinese and the British authorities. If the persons affected are "proud to be the subjects of the Queen of England"—again we quote from Lord CHARLES BERESFORD—they should not be ashamed to proclaim the fact. The Hon. Dr. HO KAI himself has long discarded the queue and adopted European costume, and in the Straits there is a movement amongst the more progressive Chinese in the same direction, so far at least as discarding the queue is concerned.

A Hongkong correspondent of Freedom (Manila) writes:—"In conversation with one of Hongkong's business men the other evening, your representative was treated to the following story, which may be interesting to Manila people. The conversation had turned upon the American-Filipino war, when the gentleman remarked:—"If Japan was at war with the Filipinos, the latter would find that the Japanese were as familiar with every nook and corner on the Island of Luzon as they themselves. Why, the Japanese Government has had its agents on every island in the Philippine group during the past fifteen years, making maps and drawings and familiarizing themselves with the country. It was the intention of the Japanese Government up to the time that the United States took possession of the Islands, to some day raise the Japanese flag over them and proclaim them a part of Japan."

SUPREME COURT.

7th July.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR W. MEIGH GOOD-
MAN (ACTING CHIEF JUSTICE.)

CLAIM FOR BREACH OF CONTRACT.

Messrs. Harling, Buschmann, and Menzell claimed from the Société Nouvelle de Kebap the sum of \$15,641.99 and interest in respect of a charter party of the steamship *Prosper*.

Mr. Slade (instructed by Mr. Gedge) appeared for plaintiffs.

Mr. Slade explained that the writ had been duly served on defendants, and as they did not put in an appearance in the court an order was made to proceed *ex parte*. Mr. Slade then proceeded to read the petition, from which it appeared that defendants carried on business as miners and sellers of coal in Tonkin, in the French colony of Indo-China. By a time charter party dated 4th April, 1898, plaintiff chartered the steamship *Prosper* to defendants for 10 calendar months from the 12th April, 1898, and defendants agreed to pay plaintiffs as charter money for the use and hire of the said steamship the sum of \$6,250 Hong-kong currency per calendar month, payable in Hongkong, half monthly in advance. Defendants in breach of the said charter party failed to pay the charter money due and owing to plaintiffs for the use and hire of the said steamship from the 27th September, 1898, to Feb. 12th, 1899, whereby plaintiffs had suffered damage to the amount of \$15,641.99. Plaintiffs therefore prayed for defendants to be ordered to pay the sum of \$15,641.99, together with \$239.45 as interest at the rate of 8 per cent. per annum on the sum due, and also the costs of the suit.

Mr. C. A. Tomas, of the firm of Messrs. Shevan, Tomas and Co., said his firm were formerly the agents for the Society. He believed his firm had sent down a general statement of expenses to the Société, which he believed had gone into liquidation.

Further evidence having been given the order asked for was made.

THE OPENING OF CANTON.

FOREIGN BUSINESS FIRMS ESTABLISHED
IN THE CITY.

One of the most interesting chapters in Lord Charles Beresford's book "The Break-up of China" is that dealing with Canton, in which appears certain correspondence as to the opening of a shop in the city for the sale of piece goods by Messrs. Banker and Co., of Hong-kong.

In a letter dated August 10th, 1898, to Mr. R. W. Mansfield, H. M. Consul at Canton, Sir Claude MacDonald, H. B. M. Minister at Peking, wrote:—

"It is scarcely necessary for me to inform you in reply to your despatch No. 24 of June 21st, that Messrs. Banker and Co. are clearly entitled under treaty to establish a shop in the city of Canton, and in carrying on the business of such a shop to exemption from all duties and exactions that are not authorised by treaty. As foreign goods imported into Canton are free, so long as they remain within the limits of the port, from all taxation except the tariff duty, Messrs. Banker and Co. should resist any attempt on the part of the Chinese authorities to levy *likin* on such goods within the Chinese city. If *likin* is levied in contravention of the treaty, or if Messrs. Banker and Co.'s business is interfered with, it will become your duty to give them every lawful assistance and to exercise the utmost vigilance in defence of treaty privileges."

On receipt of this letter Mr. Mansfield wrote the Viceroy asking His Excellency to "issue instructions to your subordinates that the goods of Messrs. Banker and Co. are not to be in any way molested on their way from the steamer wharves to their city shop; nor can any duty beyond the Customs import duty be levied on these goods so long as they are in the port or city of Canton, whether while in the hands of Banker and Co., or of those who purchase goods of them."

The Viceroy, in a letter dated December 16th, demurred to this, contending that the area of exemption from *likin* was confined to the foreign concessions at the different ports—in the case of Canton to Shameen—and requesting that Messrs. Banker and Co., should be forthwith directed to close their shop "so that complications may be avoided."

Consul Mansfield, however, having received his instructions, was determined to act upon them to the letter, and informed His Excellency that any attempt to levy *likin* on Messrs. Banker's goods or to interfere with their business would oblige him to institute claims against any Chinese official who might make such an attempt. At the same time the Consul wrote Messrs. Banker to the effect that they were at liberty to open their business as soon as they pleased.

There is some further correspondence on the same subject, but the right of foreigners to open business premises in Canton seems to be established, for Messrs. Banker and Co. have not been interfered with since and their business in the Yeung On, where the piece goods shops are situated, has become considerable. Three German firms have since opened shops in Canton for the sale of piece goods, and two or three American firms engaged in the flour trade have also established themselves in the city.

INDEPENDENCE DAY IN MANILA.

GENERAL CELEBRATION THROUGHOUT THE
CITY.

[FROM OUR CORRESPONDENT.]

Manila, 5th July.

Manila has been treated to a day of celebration and excitement that has quite eclipsed anything she has experienced in her long history, in the way of noise and more or less unbridled hilarity. Americans turned themselves loose on the Fourth of July and fireworks and celebrations continued from early dawn until broad daylight the following day. Decorations and other preparations had been arranged during the two or three days previous, and on Independence Anniversary the city looked almost as gay as in the old days of Spanish fiestas. Nearly every building in the Escolta was covered with flags and banners or wreaths and lanterns. Many of the English, Spanish, and other foreign firms dressed the national colours together, producing the most happy effects. Carriages, carromatas, and the dozen nondescript vehicles which are peculiar to Manila, were togged out in various buntings arranged according to the taste of each driver to represent flags of almost every nation, and on a few traps the red, white, and blue of Aguinaldo held a doubtful position. Some enterprising merchants of the peddler class imported a stock of fireworks from China and sold out at fabulous prices to the soldiers, who displayed a keen enjoyment in entering saloons and setting off great bundles of crackers, under the chairs of unsuspecting drinkers. The streets were fairly sprinkled with bits of red and yellow papers and the fiery little ponies were put through a lively time that they will not forget, in spite of the fact that any living thing about Manila should be more than familiar with "bum bum." For Hongkong readers it is enough to say that the "Fourth" was a mild dose of Chinese New Year's week.

The regular exercises (practically the same all over the States) began at ten o'clock at the Soldiers' Institute with a few remarks by Colonel Denby, of the McKinley Commission. More speeches and the reading of the Declaration of Independence followed. As the only ones present who could understand the proceedings were Americans and Englishmen this last part of the programme was not exactly as happy as it might have been; but then the declaration is always read on the Fourth and Manila is hardly the place to change the precedent. In view of the harping that is being done on Anglo-American alliances and blood and water comparisons, it can hardly be pleasant for either party to have a person read to the assemblage:—"The history of the present king of Great Britain is a history of repeated injuries and usurpation. . . . He has plundered our seas, ravaged our Coasts, burned our towns, and destroyed the lives of our people," etc., etc.

It would be rather odd if some of these phrases were found in Aguinaldo's next proclamations; but that has nothing to do with the Fourth in Manila.

Hon. O. F. Williams, ex-U.S. Consul, delivered a timely address, rendered in his usual eloquent manner, and was honestly applauded by foreigners and Americans alike.

EXERCISES ON THE LUNETTA.

At noon the guns of the 1st U.S. Artillery lined up on the Luneta driveway and boomed out the salute to the Union, quickly followed by the gaily dressed warships in the harbour. A Spanish gunboat anchored off the breakwater was covered with flags from stem to stern, and received many a hearty round of cheers as the ferries passed her.

At four o'clock the drive was a mass of moving colour rendered so by the hundreds of carriages through which the three or four hundred school children had considerable difficulty in making their way. Several bands played patriotic airs, but the music of the native musicians was most appreciated. It was attempted to have the school children sing "America, My Country, 'tis of Thee," and so on, but the voices weakened and the bands thundered out, drowning all possible song and hiding the deficiency.

It was a peculiar scene, unusual and odd in many ways. Here were numbers of native children, carrying American flags and being drilled in American songs, while perhaps half of their brothers and fathers are out on the lines potting away at the American defences.

Aguinaldo is credited with having become a father during the last week, and it is not hard to believe that he will soon send his family into Manila, along with those of many of the relatives of his Generals who are known to be here to-day; and probably he will have a good kick coming if the American Government fails to provide for them. But then this is an odd war anyway, and people who know are not surprised at anything.

Many receptions and balls were given during the evening, at which the English and Spanish families were largely represented.

Fortunately the Filipinos appreciated the day and very considerably made no attacks to disturb the general peace. Beyond a few hilarious soldiers who found great fun in shooting their revolvers through the roofs of the carromatas, and in one or two instances wounding a couple of fellows in a friendly fashion, there were no unpleasant features to mar a very successful celebration.

A TRIP TO WUCHOW.

On Saturday last, at 12.15 p.m., Messrs. Butterfield and Swire's new steamer, the *Samshui*, Captain Summers in command, left Hongkong on her maiden trip to Wuchow, having on board a small party of Europeans who took advantage of this exceptionally favourable opportunity for seeing the much talked of Sikiang, or West River.

The *Samshui* was built by the Hongkong and Whampoa Dock Co., and is a twin-screw boat with engines of 300 indicated horse-power. She is 165 tons register, 133 feet in length, 23 feet beam, and draws seven feet of water.

The cabin and saloon accommodation designed by Mr. Ramsay, Messrs. Butterfield and Swire's Marine Superintendent, is admirably arranged, and passengers will in future be able to make the journey to West River ports with as much comfort as if they were on a mail steamer. Everything is on as small scale, of course, but all is there.

The boat will shortly be fitted with the electric light, the plant being now on its way out from England. It may be confidently anticipated that in future a large number of Europeans will avail themselves of the excellent opportunities provided, and enjoy what is a really delightful trip and at the same time see a portion of Southern China which has hitherto been visited by but few foreigners. Messrs. Butterfield and Swire intend placing another boat on the run, when the departures from Hongkong for *Samshui* and Wuchow will be tri-weekly.

We left the Douglas Wharf at 12.15 p.m., went through Capsuimoon, and then across the Canton River to Wangmun Channel, which is one of the many mouths of the West River, and about forty miles from Hongkong. A strong

ebb-tide was encountered and at 5.15 we entered the channel. A little distance further and a halt was made at Wangmun Customs Station, which is an old junk fitted up for the accommodation of the two European officers in charge. Fifteen minutes was sufficient to get the necessary clearance and we did not stop again until Wuchow was reached. From now until bedtime we saw nothing but low, perfectly level land covered with paddy fields and banana plantations. A lot of land here has been reclaimed and the whole of the delta is closely intersected by innumerable watercourses. In the distance, on either side, can be seen the hills which mark the limits of the delta.

The most striking feature on the river is the Ling Yang Gorge, which we went through at about 4 o'clock on Sunday morning when it was dark. Unfortunately, it was also dark (3 a.m.) when the return passage though the Gorge was made, but a few of the passengers saw it. The river in the narrowest portion of the Gorge is only about three hundred yards wide, and hills of 1,500 to 2,000 feet in height rise abruptly from the water's edge.

We cleared the Gorge at daylight, and from this point the river widens out and has more the appearance of a lake. At 7 o'clock we passed Shaunking, a walled city of considerable size. The river here is over a mile wide, and the low-lying rice fields were no longer to be seen. Passing through about fifteen miles of fairly level country the Shuihing Gorge was entered, and from here to Wuchow the general aspect is about the same—hills and valleys covered with refreshingly green grass and dotted over with small pine trees. The hills generally rise from the water's edge, which in many places is fringed with dense groves of bamboo. At frequent intervals we passed villages, all very dirty looking, but picturesquely situated in little valleys and sometimes almost buried in clumps of trees. Pagodas and joss-houses are very plentiful; at Shaunking four of the former could be seen on the surrounding hills. Every village possesses one or more tower-like pawnshops, which with the pagodas are the only prominent buildings. Several lekin stations were seen, and fishing and cargo boats in great numbers. One portion of the river is marked on the chart as being a famous resort of robbers and pirates; we, however, saw only a few innocent looking fishing boats there.

Numerous herds of water buffaloes wallow in the mud. A towing path follows the river at high water mark, and it was very interesting to see the strings of coolies hitched on to ropes and towing deeply laden boats up the river. The loop of the rope was put over one shoulder, the other arm being free to use the fan with which most of them were provided and which they must have needed pretty badly in the blazing sun under which they toiled and sweated.

The telegraph line from Canton to Wuchow follows the river just above the towing path.

At 10 o'clock the town of Yuetsing, on the north bank, was passed and the cameras on board were used on the celebrated temple of the Mother of the Dragon, which is, however, a very unpretentious looking building. About mid-day a fine nine-storied pagoda near Takhing, was passed at close quarters, and of course photographed.

A few miles above Takhing, on the north side, is an extraordinarily prominent rock, which rises to a height of about 1,400 feet above the river. It is called on the chart "The Monks' Head," and the Chinese name is Wah Pin Shek. When about eight miles below Wuchow a tiger was seen in a bamboo copse on the south bank, and this was about the most exciting incident which occurred on the whole journey.

The anchor was dropped at Wuchow at 6.20 p.m. the voyage up having taken thirty hours.

As time would not permit of a longer stay than an hour, most of us went ashore at once, in order to see as much as possible of the city. It was rumoured a few weeks ago in Hongkong that there was a strong anti-foreign feeling at Wuchow, but during our brief stay there we saw nothing of it, but on the contrary were treated with the greatest civility by the inhabitants. The writer went into the city alone with a camera, and never saw an unpleasant gesture or heard any remarks about *jan kwai*, nothing but polite and

smiling surprise being caused by his appearance, which in Canton would possibly have been greeted with scowls and unpleasant remarks.

The streets of Wuchow, like all Chinese streets, are, narrow and dirty and the city presents no particular features of interest.

The anchor was weighed and the return journey commenced at 7.40 p.m. The heat in Wuchow was intense and everyone was glad to get on deck again and enjoy the cool breeze which blew up the river.

On Monday morning we found ourselves below Samshui and passing some exceedingly picturesque scenery. Turning into the channel which we came up by, good time was made to Wangmun, which was reached just before tiffin, and after stopping a few minutes for the Customs, the Canton River was entered and the course shaped for Hongkong. It was 2.30 in the afternoon when the *Samshui* reached the wharf, the trip having taken almost exactly fifty hours, including over an hour in Wuchow. The distance from Hongkong to Wuchow by the route taken is 214 miles.

Lovely weather was experienced during the whole journey; rather hot in the sun, but very pleasant on the upper deck under the shade of the awning, there being a delightfully cool breeze blowing the whole time.

Although the boat, crew, and everything on board was new, not a hitch occurred throughout the trip, and everybody returned feeling improved by the change and very well pleased with the excursion.

WIRELESS TELEGRAPHY IN HONGKONG.

On Wednesday afternoon, at 5 p.m., at the Club Lusitano, Mr. J. M. A. da Silva gave a practical demonstration of Marconi's wireless telegraphy. There were some forty or fifty persons present.

Mr. da Silva commenced by explaining the general principles of telegraphy, and then went on to describe how, by means of two instruments, a transmitter and a receiver, to which must be added a pole of a certain height, it is possible, by utilizing electric waves, to send messages to a relatively great distance without the necessity of employing a conducting wire between the transmitting and receiving apparatus.

The transmitter was placed in a corner of a long room, and the receiver in the opposite corner. The transmitter is a sort of radiator, that is to say, an apparatus for radiating the waves. It consists of a small induction coil worked by six cells of bichromate battery, as manipulator, like the Morse, to send dots and dashes, and a pole about 10 feet long carrying a metal flag at the top and connected by a covered wire with one of the terminals of the secondary wire of the induction coil.

The principal part of the receiver is the sensitive tube, or "coherer" or "radio-conductor," which was discovered by Professor Oresti, of Fermo, in 1885, and was improved by Professor Beaulieu, of France, in 1890, and modified by Professor Lodge, of England, and lastly modified by Signor Marconi. It consists of a small glass tube into which two silver bells connected with brass balls are tightly fitted; these are separated from each other by a small gap, which is partly filled with some metallic powder. This coherer forms part of a circuit containing two small cells of Leclanchi battery and a small telegraph relay, actuating another circuit which works a trembler, or "de-coherer," to strike the glass tube, and an electric bell to give Morse signals. When at rest the filings in the coherer conduct no current, but when the filings are influenced by electric waves or surges, cohesion instantly takes place and the tube becomes a good conductor. This allows the current from the two cells to actuate the relay. One end of the tube is connected to a vertical conductor similar to that of the transmitter. The electric undulations that are propagated through the air meet with the tube of filings, between the particles of filings there occur microscopic sparks, such sparks are conducted, perhaps even solder them together to some extent, and thus establish a more conductive chain. If then the tube happens to be struck the conductive chain will be destroyed, the filings will arrange themselves in

any sort of way, and the tube will again become a poor conductor. The tube of filings is an extremely sensitive revealer of the existence of electric oscillation in any given place.

All the instruments have been constructed by Mr. da Silva, an electric bell being used in place of the ordinary Morse sounder; the signals transmitted from one end of the room being accurately reproduced by the receiving apparatus at the other. The experiments were a decided success and Mr. da Silva must be congratulated on being the pioneer of wireless telegraphy in this Colony. We may mention that he also constructed and used the first telephone in Hongkong; this was in February, 1878.

EXTRAORDINARY CASE AT THE MAGISTRACY.

MAJOR LONG CHARGED WITH ASSAULTING A CONSTABLE.

A somewhat exceptional case came before Mr. H. Gompertz at the Magistracy on Wednesday, Major Long being charged with assaulting Chinese constable 285, Lo Hing, while in the execution of his duty on the 7th inst.

Inspector Duncan, who was in charge of the Hill station at the Peak on the date in question, said—On the 5th inst. I sent out P.C. 285 with instructions to catch two dogs, one yellow chow dog and one black, which were running about without collars and which I believed to be ownerless. I also told him to take up any other dogs without collars which might not have owners. I gave him a bamboo with a running noose for the purpose. He went out about noon in uniform. When he returned he said he could not catch them in uniform, as the dogs took fright and ran away. He thought he could catch them in plain clothes. He accordingly went out in plain clothes on the 6th but without result, and also on the 7th.

In answer to Major Long, the Inspector said no notice was published of this.

Constable (285) Lo Hing said—On the 5th July the Inspector gave me orders to catch dogs at the Peak which had no license. There were two specified dogs—one brown and one black—which I had to catch as they had no owners. I had also to catch any other dogs which had no collars. I had a bamboo pole and a rattan noose. On the 5th I went out in uniform. On the 6th I went out in plain clothes. I was also in plain clothes on the 7th, when I was at the Tram terminus at the Peak. I found I could not catch the dogs in uniform because they ran away. I saw near the Peak Station a yellow dog with shaggy hair. The dog had no collar. I made sure by looking closely. I set about catching the dog when a European lady told me not to catch it. I said, "More better go to the Station and get a dogs license." She said, "All right, ask master." Major Long came on and the lady spoke to him. Defendant called the Indian constable there and spoke to him. I went up and Major Long snatched away my pole and threw it down the hill. I wanted to ask him why he threw away my pole, I being a constable. He would not speak to me and asked me to go away. He seemed very angry. I went to No. 6 Station and called a European constable. When we got to the spot defendant had gone away.

In answer to Captain Superintendent May, witness said—I have been four years all but two months in the police. The pole has been used for this purpose before.

By Major Long—When I was in uniform the dogs ran away. A dog is afraid when he sees a *lukong* with a pole. He is probably afraid when he sees a coolie with a pole. I saw the dog near to the lady. The chair coolies did not tell me the dog belonged to the lady. I did not want to catch the dog; only to look at it. I spoke to the lady in English. Defendant was not there then. I did not speak to defendant at all.

By the Court—I was in some old clothes of my own.

Indian Constable 634 said—I was on duty at the Peak Tramway Station at 4.40 p.m. on the 7th inst. A European lady came on in a chair followed by two dogs, one being black and the other brown. A Chinese police constable with a pole tried to catch one of the dogs. The lady

asked, "Why do you catch the dog?" The police constable replied, "No license." She then said, "Do not catch the dog, I will tell the master to get a licence." The police constable said, "Go to the Station and get a licence." Major Morris then came with another gentleman and a lady. Major Morris called to me in Hindustani and asked who was the man with the bamboo. I replied, "He is a Chinese constable who is here to catch dogs." He asked me who had sent him there and I said the Inspector. The lady with Major Morris also asked me, "Will he catch my dog?" and I told her that if the dog had no license he would catch it. I told the lady to go to the Station and get a license. Major Morris then beckoned to the Chinese, and defendant took away the bamboo from the Chinese and threw it down the hill. Defendant told him to go away. Defendant then came to Hongkong.

By Captain Superintendent May—Perhaps defendant spoke to the Chinese in English; I did not understand.

By Major Long—I understand very little English. I cannot repeat anything of what I heard. Defendant did not speak to me. I do not know to whom the dogs belonged. I did not think they belonged to the people in the chair.

Major Long having addressed the court.

The Chinese Constable was recalled, and he said—I did not tell defendant I was a police constable. I wished to tell him I was a police constable, but he would not listen to me. I had a whistle and a truncheon under my clothes.

The case was dismissed.

Some argument took place between Captain Superintendent May and Major Long. The latter asked His Worship if he could not take out a summons for malicious prosecution, and His Worship referred him to the Chief Clerk.

The Captain Superintendent asked His Worship to make an order for the recovery of the dogcatching pole which Major Long took from the constable and threw away, as the police were now one short, but the application was refused.

Captain Superintendent May applied for a re-hearing on Thursday morning. His Worship said he would consider the application.

ARBITRARY PROHIBITION OF THE SHIPMENT OF GRAIN AT CHINESE PORTS.

The following correspondence is published with the last minutes of the Committee of the Shanghai General Chamber of Commerce:—
Shanghai, 9th June 1899.

Sir.—We beg to bring to your notice a matter seriously affecting the interests of the shipping trade and which involves a breach of Treaty on the part of the Chinese Authorities.

The matter we refer to is the prohibition of the export of rice and other grain from Chinese ports.

The export of grains by foreign merchants between any of the open ports is permitted by the Treaty under certain conditions; these conditions being the giving of a Bond to return within 6 months to the Customs at port of shipment the certificate issued by him, with an acknowledgment from the Customs at port of destination of the due receipt of the grain at that port. Under these conditions the carriage of rice and other grain between open ports has been carried on for many years and this business constitutes a large and most important part of the trade which gives employment to the large fleet of river and coast steamers trading here. In late years it has become the practice for the Chinese Authorities to prohibit the export, sometimes entirely and to all ports, and on other occasions the export is permitted to some ports while forbidden to others. We cannot better illustrate what takes place than by narrating what has happened lately. On the morning of the 27th May we received a telegram from our Agent at Wuhu dated 6 p.m. the previous evening, informing us "Grain export stopped after to-morrow." This was the first intimation we had that this important branch of the carrying trade was to be stopped and at the time we had 13 steamers, 5 of which were leaving in the next two or three days, under charter to load at Wuhu and Chinkiang, the amount of freight involved being about

£150,000. Practically no notice was given and it was impossible to find other employment for the steamers. After strong protests had been made by the British Consul and appeals made to Peking, five of the steamers have been allowed to load after lying idle in port for a week, but permission has been refused for any more, notwithstanding the fact that they had been fixed weeks before the prohibition was notified.

The whole question is one which calls for the close attention of your Chamber and we hope that you will take up the matter and protest most strongly against the arbitrary interference with legitimate trade which the above facts disclose. Such interference, and withdrawal of Treaty rights should not be tolerated without paramount necessity exists, and in no case should such arbitrary powers be exercised without reasonable notice and prior approval of Treaty Powers. Moreover, if the public emergency be such that it be thought absolutely necessary to forbid the export of Grain then all interests which suffer from such prohibition should be compensated, at all events to the extent of their commitments at the time the prohibition is published. This is in accordance with the practice in all civilised countries. We do not hesitate to state that these arbitrary powers are frequently made use of by unscrupulous officials for purposes of speculation and personal benefit and not from any public necessity. In the present instance there was nothing in the state of the Rice market to justify such an interference with trade.

There is another phase of the matter to which we think attention should be given, and that is the issue of what are known as *Huchaos*. These are documents issued by the Taotai which permit of the export of rice to certain ports duty free. The power to issue such permits gives rise to many abuses, as they are sold by the officials to the highest bidders and are a source of considerable profit to the officials concerned, who are therefore led to impose restrictions on the export to other ports; they are also enabled, through having the control of the issue, to manipulate the market to their own advantage. *Huchaos* are frequently issued when export through the ordinary channels is prohibited and this, as you will readily perceive, can be made use of by unscrupulous officials to enable them to derive a large profit from the issue. The remedy for this state of things lies in the direction of placing the whole control of the export under the I.M. Customs; on occasions when through scarcity or high prices, it be thought desirable to permit duty free export, the Customs should allow anyone to pass rice during a given time so that no one may be unduly favoured.

Trusting to receive the powerful support of your Chamber.—We are, sir, your obedient servants,

BUTTERFIELD & SWIRE,
Agents, China Nav. Co., Ltd.

W. D. Little, Esq., Chairman, Shanghai General Chamber of Commerce.

Shanghai General Chamber of Commerce,
Shanghai, 19th June, 1899.

Sir.—I have now the honour to enclose you copy of a letter that has been addressed to this Chamber by Messrs. Butterfield and Swire, calling attention to certain arbitrary proceedings on the part of the Chinese Authorities at Wuhu in preventing, with practically no notice, the shipment of grain from that port in contravention of Treaty rights, and whereby the firm in question is put to serious loss. As Messrs. Butterfield and Swire point out, "such interference and withdrawal of Treaty rights should not be tolerated without paramount necessity exists, and in no case should such arbitrary power be exercised without reasonable notice, and the prior approval of Treaty Powers."

With these remarks the Chamber entirely concur, and trust that you and your Colleagues will firmly support the protest they make against such arbitrary action, especially as it is not shown that there is any necessity for such prohibition of the shipment of grain. In reference to this, the remarks made by Messrs. Butterfield and Swire as to the practice of issuing *Huchaos* to Chinese for the shipment of rice show that it is one that is often made use of improperly by interested officials, and that it goes far to con-

travene the Treaty rights of foreigners, so that this Chamber are strongly of opinion that it is a matter that calls for strict investigation, and trust therefore that the Consular Body will emphatically object to the abuses brought about by this action on the part of the native officials.

The Committee address you on this question on the broad grounds that the check to trade that has been occasioned by the action of the Chinese authorities constitutes a legitimate matter for protest, and furthermore they are decidedly of opinion that if for economic reasons it was necessary to peremptorily prohibit the shipment of grain, the native authorities should be prepared to compensate those who, like Messrs. Butterfield & Swire, suffered loss through their action.—I have the honour to be, sir, your obedient servant,

W. D. LITTLE, Chairman.

J. M. T. Valdez, Esq., Consul-General for Portugal and Senior Consul.

H.M.F.M.'s Consulate-General,

Shanghai, 3rd July, 1899.

Sir.—At their meeting of 27th of June last, my Colleagues desired me to acknowledge the receipt of your letter dated 19th of June, re prohibition of export of rice by the Chinese authorities, and to state in reply.

That they fully endorse your and Messrs. Butterfield and Swire's protest against the prohibition edicted by the Chinese local authorities, and that the said protest will accordingly be forwarded by me to the Doyen of the Diplomatic Body at Peking. I have the honour to be, sir, your obedient servant,

Joaquim Maria Travassos Valdez,

Consul-General for Portugal and Senior Consul.

To W. D. Little, Esq., Chairman of the Shanghai General Chamber of Commerce.

RUSSO-SIAMESE TREATY.

The Imperial Government of Russia and the Royal Government of Siam, desiring to facilitate relations between the two countries, have mutually agreed upon the conclusion of a treaty of friendship and commerce, as follows:—

That in everything relating to jurisdiction, commerce, and navigation, Russian subjects in Siamese territory and Siamese subjects in Russian territory will enjoy henceforth until the expiration of the present arrangement, all rights and privileges accorded to subjects of other nations in Russia or in Siam, by the treaties that may be made in future.

This arrangement will apply to both parties from the day of signature and up to the expiration of six months from the day on which one of the High contracting parties shall denounce it.

The present declaration, having been made in the Russian, Siamese, and French languages, and the three versions having the same bearing and the same meaning, the French text shall be official and shall be law in all its aspects.

In faith of which the undersigned, duly authorised to this effect, have arranged the present declaration and signed and sealed it with the seals of their respective Governments.

Done at Bangkok, the 1st June, 1899, of the Russian Calendar, equivalent to the 23rd of June of the year 118 of the Siamese Era.

The Japanese belted cruiser *Tokawa*, Captain Dewa, arrived at Singapore on the 2nd July from England on her way to Japan. She is a screw steel vessel, 408 feet long by 67 feet beam, and displaces about 9,750 tons at her mean draught of 24ft. 8in. The armament includes 4 8-inch quick-firing guns, mounted in pairs in 6 inch Harveyed steel turrets fore and aft, and 14 6-inch quick-firing guns, arranged 2 on each side forward and 2 on each side aft—one over the other, in pairs—and 3 on each broadside, of which one is carried in a casemate on the main deck, and the other 2 in shields on the upper deck. There are also 12 12-pounders and 7 14-pounder quickfiring. The whole of the armament is quick-firing, and the end-on fire, to which so much attention is now being paid, is exceedingly heavy. Altogether about 2,100 tons of armour have been worked into the ship. Her speed trials have proved her to be one of the fastest first-class cruisers in existence. She was to sail for Yokosuka on the 3rd.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST JULY.

	1898.	1899.
Tytam 19ft. 4in. below overflow	16ft. 10in. below overflow	
Pokfulam 1ft. 2in. below overflow	0ft. 1in. above overflow	
Wongneicheong 3ft. 8in. below overflow		
STORAGE GALLONS.		
	1898.	1899.
Tytam	240,640,000	257,200,000
Pokfulam	63,440,000	66,180,000
Wongneicheong		*20,000,000

Total 304,080,000 343,380,000
 * Approximation only.

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JUNE.

	1898.	1899.
Consumption	95,893,000	93,151,000 gals.
Estimated population	195,000	201,000

Consumption per head per day ... 16.3 15.4 gals.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JUNE.

	1898.	1899.
Consumption	6,041,000	11,373,000 gals.
Estimated population	25,800	27,000

Consumption per head per day ... 7.8 14.0 gals.

The Government Analyst reports, that the water is of excellent quality.

R. D. ORMSBY,
 Water Authority.

THE ROYAL HONGKONG GOLF CLUB.

MARRIED V. SINGLE.

A Foursomes match between the above teams after several postponements came off on Thursday 16th July and resulted in a rather severe defeat of the married men, the winners scoring 13 against their opponents' 4 holes. All matches were played on even terms, except the last, in which the bachelors conceded one stroke to the married couple. Following are the details of the returns:

	holes.		holes.
Dr. J. A. Lawson	0	Mr. Stewart	6
Capt. B. M. Rumsey, R.N.	0	Mr. C. M. Burnie	7
Mr. C. Palmer	0	Mr. P. de C. Morris	7
Mr. H. L. Dalrymple	0	Mr. W. Taylor	7
Mr. B. H. Hill	1	Mr. E. A. Ram	7
Mr. C. A. Tomes	1	Lieut. Rotherham	7
Mr. E. Burnie	2	Mr. W. J. Gresson	0
Mr. C. W. Dickson	2	Mr. G. T. Veitch	0
Capt. Langhorne, R.A.	1	Lieut. Izat, R.A.	0
Mr. C. H. Grace	1	Mr. E. C. Lave	0
	4		18

QUARTERLY MEETING.

Considering the extreme prevailing heat there was a fair attendance on the links during the meeting, and the following are the returns handed in:

MACEWEN CUP.			
Mr. C. Palmer	84	11	83
Mr. W. Taylor	102	12	90
Mr. C. M. G. Burnie	99	6	93

19 entries.

POOL.			
Mr. C. Palmer	94	11	83
Dr. J. A. Lawson	84	0	84
Capt. E. Burnie	111	15	96

9 entries.

BOGEY CUP.			
Mr. C. M. G. Burnie	5 down rec.	5 strokes	
Mr. C. W. May	5	"	5
Capt. B. M. Rumsey, R.N.	5	"	8
Mr. E. A. Ram	8	"	9
Dr. J. A. Lawson	9	"	0
Mr. C. Palmer	11	"	8

16 entries.

"Looker-on" in the Japan Gazette is our authority for the following:—At evening service on Sunday, 25th June, the congregation of Christ Church, Yokohama, listened with becoming gravity to the following injunction by their excellent pastor: "While the choir is singing the anthem 'O, ye that stand in the House of the Lord,' the congregation will please remain seated."

THE HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS, SATURDAY, 8TH JULY.

	200	300	H'cap	Total
Mr. W. Diggins	* 43	39	8	90
Mr. A. Watson	* 43	41	—	89
Mr. W. Toller	* 43	43	2	88
Mr. A. H. Skelton	* 45	42	—	87
Ar. Sgt. Blair	46	41	—	87
Mr. Marshall	43	42	—	85
C. S. M. Wallace, R.E.	42	42	—	84
Corp. Hills R.E.	45	39	—	84
Mr. F. Beck	43	39	—	82
Mr. G. P. Lammert	43	38	—	81

15 Entries, Winner of the Cup, Mr. Diggins
 * Winners of Spoons.

HONGKONG ELECTRIC COMPANY, LIMITED.

The tenth ordinary yearly meeting of share holders in the above company was held at the Company's offices at Queen's Buildings on Saturday at noon. Mr. H. L. Dalrymple presided, and there were also present Hon. C. P. Chater, Messrs. C. W. Dickson and A. G. Wood (Directors), G. T. Veitch, J. C. Peter, Loung Shui Lam, R. R. Roberts, A. Baptista, W. S. Bamsey, A. R. Ezekiel, G. de Champeaux, Captain Farquhar, W. H. Wickham and F. Harton.

The CHAIRMAN said—Gentlemen, the report and accounts having been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. I am pleased to be able to again congratulate shareholders on the further increase in the company's business, the gross earnings showing an increase of upwards of \$21,000, and this increase is spread almost equally over all branches of the Company's business, with the exception of arc lighting, which has remained stationary. During the twelve months under review we have carried out a large number of installations, and at the present moment have a considerable amount of installation and other work in hand, all of which will increase the demand for lighting. The Board still continue the policy of installing the light at as near cost as possible. Of course this policy tends to increase the gross earnings of the Company without materially increasing the profits. Referring to the expenses shown in the working account, other than installation material, coal is the only item requiring special mention. This, as foreshadowed in my speech at the last general meeting, shows a considerable increase, amounting to approximately \$8,500, which of course has materially affected the net result of the year's working. The reason for this increase is no doubt well known to you, but I am pleased to say that the prices at present ruling are more favourable, and we hope to benefit by this when our present coal contracts expire. Salaries and wages show a small increase, but this must be expected to grow as the Company's operations extend. The profit on working account amounts, as you will observe, to \$33,619.27, and the balance of profit and loss account, after deducting directors' fees, is \$37,381.42, which we recommend should be disposed of as follows:—To pay a dividend of 6 per cent. (says 60 cents per share), \$18,000.00; to write off plant account for depreciation, \$17,354.33; and to carry forward to next account \$2,027.09. We trust this will meet with your approval. Continuing the policy of former years, we have provided a considerable allowance for depreciation, which tends to strengthen the Company's position. As stated in the report, 54 shares appearing in the accounts as \$8 paid up have been forfeited and sold, making the company's capital of \$300,000 fully paid up. To meet the extended demand for light, it was found necessary to order further plant early in the present year, and this outlay will make it necessary for your directors to seriously consider the most advantageous means of raising the amount required, and their proposals on the subject will be communicated to you at a later date. I shall be happy to answer any questions bearing upon these accounts that any shareholders may desire to put.

No questions being asked.

The CHAIRMAN proposed that the report and accounts as presented be adopted, that a dividend

of 6 per cent. (60 cents per share) absorbing \$18,000 be declared, and that \$17,354.23 be written off plant account for depreciation.

Mr. VEITCH seconded and the motion was carried.

On the motion of Mr. VEITCH, seconded by Mr. PETER, the appointment of Messrs. C. W. Dickson and A. G. Wood to the Directorate was confirmed; and Messrs. H. L. Dalrymple and A. G. Wood were re-elected to the directorate.

On the motion of Mr. BAMSEY, seconded by Mr. EZEKIEL, Messrs. and J. C. Peter and Stewart were re-elected auditors.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready on Monday morning on application at the office. I have to thank you for your attendance; I hope the present year will be prosperous for us.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE HAINAN LEKIN FARM.—A REPLY BY THE FARMERS.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR MR. EDITOR,—We shall feel greatly obliged if you will be kind enough to give a place in the correspondence columns of your valuable paper to the accompanying statement relative to lekin dues, in reply to the Hainan letter signed "E.P.S." and dated the 12th June, 1899, which appeared in the issue of your paper bearing date the 17th June last.

Adverting to the collection of the lekin revenue, which forms the subject matter of this our letter, we will refer the readers to the era of the history of the Forts and Artillery Corps which was inaugurated in the 17th year of Kwang Su (1891), when the Chinese Government, conceiving the necessity of raising funds, to maintain the same, passed an Ordinance for the levy of lekin on the three commodities, viz., kerosine, cotton yarn, and cotton on importation into the interior of China. The Ordinance contains a proviso to the effect that the collection of this tax shall cease upon the disappearance of the troubles against which the Forts and Artillery Corps were formed as a safeguard. The rules regulating the collection of the lekin in the district of Hoihow are practically identical with those in force in the rest of the treaty ports and provide that the foreign settlements in all provinces are to be exempted from payment of this duty with a view to prevent international complications and to maintain and preserve the rights and privileges granted to these concessions. In Kiangchow-fu, which is within the field of operation under our superintendence, there is no foreign settlement by which the foreign trade can be made distinct and separate from the native. In view of the privileges which are granted to foreigners for encouraging the development of trade, which involves equally both foreign and Chinese interests, and having due regard for the necessity of guarding against complications, which have so often arisen from the innumerable artifices of smuggling, a line was drawn between the Foreigners and Chinese in regard to the trade, by which the collection of lekin dues is regulated, exempting the above commodities from the taxation when in the possession of a foreigner, while the Chinese engaged in the trade must submit to the imposition. The tariff by which the lekin is charged is as follows:—

Kerosine oil 20 cents per case.

Cotton yarn 2 mace per picul.

Foreign cotton 1 mace per picul.

The collection of this tax has been farmed out by the Government to Chinese merchants under an official certificate which, *inter alia*, prohibits any increase or reduction being made during the continuance of the farm. That office is at present conducting the farm in Hoihow and nothing has been wanting on our part to strictly carry the conditions of the certificate into operation. With reference to the resignation of the former farmer, our predecessor, we have made enquiries into the circumstances under which he resigned the monopoly, and find that his trouble was caused by certain Chinese traders who had clandestinely work-

ed in league with Foreigners in this trade, paying them a bonus of five dollars on every 10 cases of kerosine disposed of under the influence of the latter, who in return for this remuneration undertook to smuggle the said goods into the interior market free of lekin charge and the half duty. This had deprived the farmer of a considerable proportion of his takings, and in consequence of this robbery he had suffered great pecuniary loss. He had not the sense to take his stand on the Treaty to oppose these unlawful proxies in this trade. Being entirely without any help to legal remedy, he secretly reduced the rate of his lekin on kerosine to \$10 per 100 cases with a view to run down the illegal competition of these representatives, but as he did this the foreign merchants brought their charges down to \$2.50. The former then again reduced it to \$5, while the latter came down to \$1.50. This having proved unavailing, the farmer reduced it again to \$3 as a last resort, but the foreigners made a still greater reduction, cutting their commission down to \$1. The farmer, finding that he was only playing a losing game, had to withdraw from the field and abandon altogether the monopoly. These were the circumstances under which he resigned. It must be borne in mind that the farmer had no right to reduce the rates, which proceeding was in contravention of the Ordinance passed by the authorities with the special object of protecting this particular revenue to be raised for the better and more efficient protection of the country. Being entrusted with this responsible duty, we as the present farmers of the monopoly feel in duty bound to abide by the scale and insist on the full rate being paid. We will also call your correspondent's attention to the fact that the former farmer did not reduce the rate until the 24th year (1898). Prior to this date, he collected it at the full figure as specified in the tariff. We are at a loss to know how on earth your correspondent complains that this office is a detriment to the interests of his business, and how it is that prior to our taking over the farm the foreigners had not raised their voice to condemn it. The matter looks suspicious and we cannot help thinking that the complaint was actuated by pique originating from the case of Shan Ting-fat, who was apprehended for smuggling and was punished by the Magistrate and his goods confiscated. The smuggled goods consisted of 20 cases of kerosine oil. He had a foreign merchant's licence, but was without the half duty certificate and the pass bearing the official seal. The case was tried and one half of his goods was ordered to be confiscated. Apart from this case, there was another grudge which was brought about through the smuggling of the Yuen Wo shop, which was found conspiring with certain foreigners to pass 4,000 cases of kerosine as foreign property, which were upon examination proved to be owned by native dealers. The smugglers, on being arrested for the offence, requested Tsoi Tai-ki and Chan-Tsun-sam to intercede for them, proposing to square up with us by payment of the penalty and, in addition, the lekin on the goods the payment of which they had attempted to avoid. This we accepted out of consideration for their hard plea, and discharged the offenders. The impartiality displayed in the trial of the two cases quoted above is, we venture to state, the reason which has prompted your correspondent to make the unsavoury remarks in his advertised letter against our department. Your correspondent also complains of the falling off of the kerosine importation to Hainan. In response to this, we admit that, since we took over the monopoly from our predecessor, the quantity of this freight to the Island has been very small, and this falling off is attributed to nothing but the following incidents:—

- 1.—The hot season, when kerosine is less consumed in this district.
- 2.—The increased value of this article.
- 3.—The observance of the Dragon Boat festival, when Chinese business was for the time being suspended, for the general settlement of outstanding accounts.
- 4.—Scarcity of money in the market.
- 5.—The overstocking of the market with this article.
- 6.—The increased price of kerosine of the popular brand in Hongkong by 20 cents per case.

7.—The overstocking of the market with arrivals of new brands which are unsaleable.

8.—The interrupted sale of the article in the hands of foreigners, owned by disreputable Chinese adventurers.

Your correspondent alleges that the slackness of this business was due to the immense importation of this commodity by Chinese junka, etc. This is a reckless conjecture and highly improbable. He evidently forgets that these goods imported by native craft from Macao or Hongkong to this Island are required to pay the proper duty before their landing. He has also lost sight of the well known drawback, which is highly unfavourable to the native trade by Chinese craft, and this is that a considerably higher freight is charged on goods carried by them than by steamers. The lekin system was introduced for the purpose of raising money towards defraying the expenses of forts and guns to ensure better protection to the country, and it cannot be denied that the protection thus secured is equally participated in and enjoyed by both Chinese and European traders within the dominions of China. If the interested parties are of opinion that our Department is really an inconvenience so very detrimental to their business interest there is nothing to prevent them from putting their goods through the proper channels by paying the half-duty and the proper duty to the Customs and then a lekin to the respective Lekin stations. As all these certificates are within easy reach of both Chinese and foreigners alike, it is only idle to make such unreasonable remarks against this Department under the colour of grievance, when there are so many available remedies open to them. Instead of availing themselves of those remedies, they have aggravated their offence by avowedly purchasing foreign influence to evade the payment of this legal taxation. Behaving as they have done, their character is better imagined than described. The letter charges us with having worked in league with a certain British subject who is interested in the monopoly in question. This is a false accusation, and we declare that we have done nothing more than what is required of us by the Ordinance.

SHUN TAK TONG.

Hoihow, July, 1899.

SIR ROBERT HART AND HIS DETRACTORS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In your leading article of the 5th July criticising my letter in your issue of the same date you bring the charge of throwing mud on the Joss you have set up for yourself. That charge you have no ground for making, as I hope to show, and you are not likely to succeed in impressing on the public the views you hold as to the unmixed blessing which the Foreign Chinese Customs have proved themselves to be to this Colony by bringing groundless charges against those whose views differ from your own on this subject. In this and my previous letter there are three points which I have made against the head of the Chinese Maritime Customs, which are as follows:—

1st.—That he has attempted to take over the administration of this Colony on behalf of the Chinese Government.

2nd.—That he has held out bribes with that end in view.

3rd.—That he practically annuls concessions wrung from the perverse Chinese Government by laying down rules which remove the kernel of the concession and leave the shell.

Now, Sir, our late Acting Governor, Major-General Black, is my authority for the first statement; the Chairman of the local Chamber of Commerce is my authority for the second; the able British Consul at Wuchow is my authority for the third.

I do not think you will be prepared to charge any one of these three gentlemen (each of whom is, to my way of thinking, a greater and better man than your joss, if less widely known by repute in that they serve their own country and not the corrupt government of a rotten Empire) with throwing mud, and by what line of reasoning you arrive at the conclusion that their collective statements consist of mud I entirely fail to see. Possibly your readers may follow you, or you hope they may.

I should now like to deal with other points raised in your article. I note that you have now arrived at the stage where you are prepared to admit that Sir Robert is not infallible and that the British Government has awakened, none too soon be it remarked, to the fact that in following his lead in the past, they have made a grave mistake—(I go further, and maintain he is entirely responsible for the present deplorable state of the Chinese Empire vis-à-vis the European Powers and for the phenomenal extension of Russian power over Manchuria, Mongolia, and North China)—and that the proper sphere for his energies is the Customs, which is as much as he can attend to with advantage. That, I think, is a great deal more than you would have admitted, say, five years ago, and I have good reason to think that the large number of letters and contributed articles I have sent to your columns during that period have mainly contributed to bring that fact home to you and to our own Government.

You also say that Sir Robert has never made any secret of his opinion that China would reform from within and that progress would come naturally and without violent pressure from without. What Sir Robert based that opinion upon I fail to see; anyway, experience has proved it to be an erroneous opinion and I hope I shall not be accused of throwing mud if I add that such an opinion would concur with his personal interests, and as he is admitted to be, like all of us, not infallible, his personal interests would be apt to colour his views.

Further on you admit that he has been guilty of nepotism, but qualify that statement by saying that his nepotism has always been severely tempered by regard for efficiency. I must agree with you with the exception of the word "always," but I maintain, likewise, that had he not followed this course he would have proved himself a fool. No one, however, doubts that he is an extremely able man and those who oppose him do so for the reason that they believe his great ability is opposed, on many points, to the interests of his own country.

You maintain that the Chinese Maritime Customs is not one in which the introduction of the competitive system could be recommended. Again I differ from you; I believe that the appointments ought to be made by drawing from a numbered list of candidates in the order in which they are entered on that list after each examination, such examination and lists to be made by the British Foreign Office, who would control the nomination and appointment of British candidates. Other European Governments are well able to and do make their own arrangements. Such a method would do away with many of the old abuses of the one man patronage which now exists and the making of a great Chinese Government Department a family affair. Now that Russia, France, Germany, and Great Britain are marking off their respective spheres in China, which are, later, to become a portion of their Empires, it will be of great advantage to each of them to have a number of their own nationals, tested as to their educational standard and experienced in the country they will be called upon to fill administrative appointments in, ready for taking over the government of the country. Such provision will save much disorder when the day of division arrives. I think, possibly, the India Office, rather than the Foreign Office, might be entrusted with the scheme, for they are daily taking a greater interest in Chinese affairs, recognizing the importance to India of the coming dissolution of the Chinese Empire.

You say that the suggestions put forward by Sir Robert for the collection of the Chinese revenue were only those which his duty called on him to make. Once more I fail to follow you in your line of argument, but take the view that they were far in excess of what his duty called for and showed a total lack of patriotism—possibly patriotism is not one of the necessary faculties of your idol, or am I again guilty of throwing mud?—as he might well have left such demands to the Chinese Government or its Foreign Office, the Tsung-li Yamen, and contented himself with showing what arrangements he was prepared to make under the new conditions of an extended Hongkong frontier, which was what Lord Salisbury's despatch really called for in reply and not demands for administrative rights within the Colony itself. Lord Salisbury, it

seems to me, showed some lack of sense in making the request he did, for he might well have left the Chinese Government to make its own arrangements. Had those arrangements exceeded just limits they could have been promptly set right, which is the proper way of dealing with an Asiatic Power.

Finally, you admit that Sir Robert did not create the Customs, but infer that, as it has grown to its present dimensions during his term of office such growth is due to him. As well might you suggest that the Chief Collector of British Customs is responsible for the immense growth of British trade. Such a line of argument would be only parallel with yours. For many years it was fashionable to credit Sir Robert Hart with the creation of the Chinese Customs. That argument proving untenable by those who diligently fostered the idea, it seems that the equally fallacious idea that he is responsible for the growth of China's foreign trade is now to be promulgated.

The truth you quote, that all great men have their detractors, is capable of being subjected to some analysis, for all great men are not perfect, often far from being so, and the fact of their being great does not raise them above being criticised as to their actions and the motives of those actions. Napoleon's admirers would not admit that personal ambition, rather than desire for the welfare and glory of France, was the actuating motive for the wars he undertook, yet such is the verdict of succeeding generations and of history. I might quote numerous other cases, but will be content to leave yourself and the public to think of them and arrive at a just conclusion as to whether seeing faults in great men and pointing them out warrants the charge of throwing mud. The leading papers at home constantly handle great public men more severely than I have done Sir Robert Hart and his ambitions and no one supposes that it is unfair criticism.

OLD CHINA HAND.

Hongkong, 10th July, 1899.

Our correspondent has strayed from the point of his previous letter, which was that Sir Robert Hart "is continually by his ruling endeavouring to block British trade." As to his citation of General Black, Mr. Gray, and Mr. Hosie as his authorities for an attack upon Sir Robert Hart, readers who have followed what these gentlemen have written or said will be able to form their own opinion as to whether the citation is justified. His distortion of our own views may be allowed to pass.—ED D.P.]

THE UN LOONG MARTYRS.

TO THE EDITOR OF THE "DAILY PRESS."
SIR,—Justice may have been to some extent satisfied by the conviction and sentencing of the Un Loong murderers, but I think that compensation should be given to the widows and families of the murdered men, whose lives were taken because they favoured British rule in preference to that of the corrupt Chinese Government. It would be a small matter for the Legislative Council of this colony to vote a pension of \$10 or \$15 to the widows and families of each of these three men and such recognition would go a long way towards raising a feeling of loyalty to Great Britain amongst her Chinese subjects in this portion of the British Empire. Hoping that this suggestion may lead to some action being taken in the matter.

RESIDENT.

Hongkong, 10th July, 1899.

FRANCE AND PERSIA AND AFGHANISTAN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I noted recently that it was stated that the French Government were sending Pierre Loti, the novelist, on a mission to Persia and Afghanistan. What can be the object of this mission? They cannot expect him to push the sale of French wines in that part of the world, nor do they, surely, hope to induce the Afghan tribesmen to take to wearing Lyons silks. I do not know whether that extremely dull animal yelet the British Lion, but which I should be more inclined to designate the

British Jackass, has taken note of the mission this estimable gentleman is to undertake, but if not I should think it would be advisable for someone in authority to jog his memory and suggest the advisability of keeping an eye on the doing of this mission at the present critical period in the history of Afghanistan.

WIDEAWAKE.

Hongkong, 10th July, 1899.

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In your advertising columns a notice appears signed by the president of the Sanitary Board wanting fifty volunteers from the civil population for the purpose of aiding the house to house visitation of the Colony. I am told that in Bombay the practice has been to assign the duty of house visitation to the Justices of the Peace. The Governor called a meeting of Justices, and appointed to each a certain area or district which he had to visit and report on. In this way Jews, Parsees, Mahomedans, &c., had each a quota of his own sect to visit, and no race prejudices were stirred up. Would it not be better to have some such system here? There are over 100 Justices of various races on the roll, upon whom this should fall naturally as a part of their duty should the Government deem it necessary.—Yours truly,

HOUSEHOLDER.

Hongkong, 11th July, 1899.

REVIEWS.

Domitia. By S. BARING GOULD. London: Methuen & Co. (Hongkong: Kelly & Walsh, Limited)

IN the winter of 1890, Mr. Baring Gould tells us in his preface, he was in Rome and Florence, and whilst engaged in accumulating material for his "Tragedy of the Cæsars" he was held irresistibly by one face—it was that of Domitia Longina, whose story did not come within the purview of his scheme, that comprised only Julian and Claudian princes. "In the Chiaramonte Gallery is an incomparably lovely bust of her, taken, I think, just when she was married to Lamia. I got an artist to draw it for me, but owing to the bad light in which it is placed, he failed to render it satisfactorily. The face is full of possibilities of love, tenderness, pity, and laughter. In the Capitoline Gallery is another of her, taken some years later; the face is still beautiful, but the shadow has fallen on it, and the flexible mouth has become set, and the merry dimple has gone from the cheek. There are other portrait busts of this lovely woman, that show the progress of hardening and deterioration, and, finally, in the Florence Gallery she may be seen after the death of Domitian, aged by sorrow more than by years, with the hardness giving way, and the glimmer of a new life, the breaking up of the sweet springs of her true nature, appearing after a long night, a cruel frost."

That face, Mr. Baring Gould says, has haunted him for seven or eight years, and in this story he has endeavoured to tell what he thought was her inner life's tale as revealed to him by the study of that series of busts. The theme is fine one, and, needless to say, the author treats it with the skill that characterises all his work. The book affords a graphic picture of life in ancient Rome, and the tale of Domitia, with her disappointed love, her enforced and unwelcome union with the Emperor, and her cravings after the higher life, finally satisfied by her acceptance of the Christian faith, is full of absorbing interest.

When the Sleeper Wakes. By H. E. WELLS. With Illustrations. London: George Bell & Sons. 1899.

THIS is a tale of the future, but, unlike Mr. Bellamy in his "Looking Backward," Mr. Wells does not give us a utopian picture. A man named Graham falls into a trance and continues in that state for more than two hundred years. When he awakes he is in strange surroundings and finds himself the most important personage of the world. When he fell into his trance he was possessed of some property, which, in view of his condition, was vested

in trustees. During the long period of his trance his estate had accumulated prodigiously, as much so that he was the owner of half the world and his trustees wielded almost unlimited power in his name, and for their own aggrandisement.

"When the sleeper wakes" had passed into a proverb, signifying the time when wrongs would be righted and injustice cease, and when at last the awaking came the ruling powers did not welcome it, but on the contrary proposed to send the subject to sleep again for good and all by administering poison to him. The attempt is frustrated by the popular party, who carry off the hero, and civil war and revolution ensue. During the two hundred years that are supposed to have elapsed since the present era the resources of science and their application to civic and domestic requirements have effected radical changes in the conditions of life, but moral advancement has not kept pace with physical progress, human nature being much the same as in the present day, with greed, corruption, and tyranny rampant. Graham, "the Master," as his adherents call him, champions the cause of right, and the tale ends in the midst of a titanic conflict in mid-air, in which the hero seems likely to come to destruction. The book supplies exciting reading with a rather disappointing ending.

The Captain of the Locusts. A. WERNER.

London: T. Fisher Unwin. 1899.

A COLLECTION of tales of South Africa forms the second volume of Mr. Fisher Unwin's "Overseas Library." The Library proposes to print literature from any quarter that deals with the actual life of the English outside England, whether of Colonial life or the life of English emigrants, travellers, traders, officers, over-seas, among foreign and native races, black and white. The present volume, including fourteen separate tales or sketches, well fulfils that aim as regards South Africa.

In Guiana Wilds. A Study of Two Women.

J. MES RODWAY. London: T. Fisher Unwin. 1899.

IN vol. III. of the "Overseas Library" we are transported to Guiana and invited to follow the fortunes of a young Scotchman who, starting with very good intentions, falls under the influence of a bewitching coloured girl, marries her, and is astonished at the change that afterwards comes over her. Her demands for luxuries far exceed his pecuniary resources, and when he finally gets hopelessly involved in debt, he makes a bolt for the forest, joins a native tribe, shares their wanderings, forms a union with the chief's daughter, goes through many adventures, finally reaches the borders of civilisation again with his companion, and just at the point when the situation becomes most exciting, the tale breaks off with the statement that "how Allan sold his treasure, and met Chloe, of his fortunate escape from her, and of his further wanderings with Yariko, will be told by the author in a sequel." Mr. Rodway writes with strength and is equally at home in scenic descriptions, in exciting adventures, and in treating of the more subtle movements and caprices of the affections and intellect. The tale is a distinctly good one, its only fault being that it is left incomplete. The sequel when it appears will be welcomed by all readers of the present volume.

THE MENGZU DISTURBANCE.

The latest received Tonkin papers are still without details of the recent disturbance at Mengtau, but the Europeans were expected to arrive at Hanoi on the 7th, coming down the river by steamer, and full accounts of the affair would then be available. Meantime the *Courrier d'Haiphong* writes as follows:—

M. Doumer states that he will remain in Tonkin until the Mengtau affair is completely settled. Government circles incline to the opinion that the trouble was not fomented by the miners. M. Doumer is said to be certain that the band of three or four thousand men operating in Yunnan are part of the Kwangsi rebels, who have crossed the frontier and made the attack on Mengtau. This would explain the looting of the French Consulate, the burning of the Custom-house, and the murder of certain Chinese. The

Governor-General hopes that the Chinese regulars will succeed in driving them out of Yunnan. As to himself, he is making all arrangements for entering China should this become necessary. All the heads of the military departments have been summoned to Hanoi for conference and to receive the orders of the Commander-in-Chief in view of possible eventualities.

A RAILWAY FROM MALAYA TO BURMAH AND SIAM.

The opening of the Prai-Bukit Mertajam section of the new railway that is to join the Perak system with an outlet at Prai, opp site Penang, took place on Wednesday, the 28th ult. H.E. the Chief Commissioner, Sir Charles Mitchell, Mr. Rodger, C.M.G., and the Sultan of Perak, besides practically all the leading residents of Penang were present on the occasion.

Mr. Rodger, in the course of a speech he made on the occasion, said:—"It was now understood that this extension of the Federated Malay States Railway would ere long be further carried forward so as to connect the Province and the States with Burma on the north and Siam on the east, but it could scarcely be hoped that His Excellency's tenure of office could be so extended as to enable him personally to see the full benefit likely to accrue from the scheme he had promoted." Mr. Rodger speaks here, says the *Singapore Free Press*, with a certain air of authority, of inner knowledge. His forecast is not in form so much that of a tentative hypothesis which anybody might make, which indeed has often already been made—but rather that of a permitted glimpse into a matter of settled official policy. The telling effect comes from his use of the word "now," and from his anticipation that Sir Charles Mitchell's tenure of office will not permit him to see this idea in its expected concrete form. That, of course, means that Sir Charles's successor will have quite a fair chance of seeing that change as an accomplished fact.

FATAL BOATING ACCIDENT AT SHANGHAI.

A YOUNG LADY DROWNED.

A sad boating accident occurred at Shanghai on the evening of the 3rd July. Miss Ada Wallace, the eighteen-year-old daughter of the late Mr. Tom Wallace, formerly with Messrs. Mackenzie & Co., with two of her brothers, two other young men, and two young ladies, went out rowing after dinner in one of the Shanghai Rowing Club's boats. After rowing for some time in front of the Gardens listening to the band, they went alongside the yacht *Clutha*, which is moored on the Pootung side opposite the Bund, went on board, and rested for a little while. When they were about to return Mr. F. Land and Mr. S. Wallace got into the boat, and while the former was engaged in replacing the cushions in the stern, Miss Wallace jumped into the boat, and the accident occurred, which was described by Mr. Wallace at the inquest as follows:—"He stated that he was in the *Shamrock*, and that his sister gave him no warning that she was going to jump. He had not cautioned her. He looked up at her and thought he held his hand out, when she jumped, caught him round the neck, and fell with him into the water. She was in high spirits, in fact she was always so. They were about five seconds under water, and were carried by the flood tide about seven to ten yards. He was considerably exhausted through swallowing a quantity of water. He held her by the waist and called out to that effect. She struggled bravely and did not catch hold of him. He had to let go of her. On her coming to the surface a second time he again caught hold of her, but had to release her. He caught hold of her a third time and found he could not support her as he was sinking himself. She finally sank a couple of yards from him, but he was powerless.

Mr. Wallace was picked up by a dinghy which arrived on the scene.

Mr. Land stated that he was the only one who knew how to manage the boat. He was a fairly good swimmer, but as there was no other boat in sight he thought he could best render assistance by backing the boat up to them. He could easily have got them had there been

no delay in letting go the painter. He had the oars out-backing as fast as he could to them, when a dinghy sampan came round the *Violet's* bow, which was moored a little above the *Clutha*. The boat they were in is called the *Shamrock*, and was built like a Thames pleasure boat, being considered the best and safest boat in the Rowing Club.

At the inquest a verdict of accidental death returned.

PLAGUE ON PACIFIC LINERS.

The *Nagasaki Press* of the 29th June says:—The P.M. steamer *City of Peking* arrived here on Tuesday night from Shanghai and Hongkong. She was boarded at the entrance of the harbour by the quarantine officials, who on examining the Chinese steerage passengers found one of them very ill and with a high temperature. The man was removed to the Isolation Hospital for observation and at noon yesterday the Japanese doctors decided that the case was one of plague. The vessel has been thoroughly disinfected and placed in quarantine for one week.

In its issue of the following day the same paper says:—The Chinese steerage passenger from the *City of Peking* died from bubonic plague yesterday morning at the Isolation Hospital at Megami.

The *Japan Herald* of the 24th June states that no hope is entertained of the recovery of the two patients suffering from plague on the *America-maru*. Dr. Has-gawa, the Director of the Sanitary Bureau, proceeded to Nagahama, where the vessel is in quarantine, immediately on receipt of the intelligence. It is stated that there are nearly 900 Chinese coolies on board the steamer. Inquiry at the Quarantine Office on the 24th inst. elicited the fact that several additional cases have been discovered on board since the vessel went into quarantine. Mr. Shiga of the Infectious Diseases Investigation Office has been dispatched to the Nagahama Hospital with several nurses.

The *Osaka Asahi* states that a telegram was received at the Central Police Station, Osaka, from the Hyogo Kencho, requesting that a search should be made for the nine foreign passengers who arrived at Kobe on the 21st June by the *America-maru*, as it was probably they had proceeded to Osaka. Inquiries were immediately made by the Osaka police, but no trace of them was found in Osaka. It is supposed they have proceeded to Yokohama direct from Kobe by train.

The *Japan Advertiser* translates a report from the *Keika Nippo* stating that the authorities received a telegram from Kobe to the effect that a case of plague had broken out among the first class passengers who arrived at Kobe from Hongkong by the steamer *America-maru*, but on application to the police (see *Kobe Chronicle*) are informed there is no truth in the report.

The foreign passengers on the *America-maru*, which has been quarantined at Nagahama, have applied to their respective Consuls at Yokohama, asking that they should be granted permission to land. The matter was communicated to the Epidemic Inspection Office, and it has been arranged to allow them to land at the quarantine station at Nagahama.

THE CHINESE CURRENCY.

It is a well-known fact that the inferior weights and fineness of the silver dollars and subsidiary coins made at the Nanking, Nanking, Tientsin, and Foochow mints, as compared with those coined at Wuchang and Canton, have been an almost insuperable obstacle to the free circulation of the "Dragon" money throughout the empire, merchants, and traders unanimously refusing to accept at par the dollars and decimal coinage of the first four above named mints, and in many instances even absolutely refusing to accept them owing to the baseness of the mintage. The Tsungli Yamen has, however, we learn from Peking, taken up this question and has recommended the Throne to sanction the dismissal of the various staffs and the amalgamation of the machinery of the Nanking and Nanking mints with that at Wuchang, and the Tientsin and Foochow with the Canton mint. This is

owing to the superiority in fineness and uniformity of weight of the money coined by the Wuchang and Canton mints, the regulations and rules of which were instituted by H. E. Viceroy Chang Chih-tung, who founded both, that at Canton being the pioneer mint of China established by Imperial decree making the dollars and subsidiary coins minted there legal tender of the empire.—*N. C. Daily News*.

FIRE AT THE CHINESE ENGINEERING AND MINING CO., TIENTSIN.

On the 24th June in the afternoon, a slight fire took place in the godowns of the Chinese Engineering and Mining Company, but being slight and soon discovered, it was easily extinguished causing very little damage. The next day about 2 o'clock another fire started, and whilst investigations were being made as to the cause, and the damaged cargo was being separated from the undamaged portion, and about to be removed, another fire started from another heap of the cargo which consisted of peanuts. This time however the blaze was very sudden and the flames rose high. A strong wind blowing at the time, the fire soon spread to the other building destroying completely the godown and building used as an office. The cause of the fire is attributed to spontaneous combination of the peanuts, the temperature on both the 24th and 25th being more than Tientsin generally experiences. The buildings were insured in the Sun Insurance Office for Tls. 8,500, and the value of the cargo destroyed was estimated at Tls. 25,000 which we believe was not insured.—*Peking and Tientsin Times*.

CHUNGKING.

19th June.

Mr. Litton, late acting Consul at Chungking, has been appointed Consul at Suemao, on the Yunnan border of the Shan States. He is now proceeding thither from Kweiyang via Kwangsi.

The steam launch *Lee-chuen* made a voyage up the Kialing River, one of the navigable tributaries that enters the Yangtze at Chungking. The launch leaving on Saturday, 11th inst., steamed up stream 70 miles to the city of Hocheo, having on board H.B.M. Consul Fraser, Mr. Burn Murdoch, and Mr. Bush. The advent of a steamer occasioned considerable stir and stone-throwing so much so that the Consul had to threaten the crowd with a taste of small shot if they refused to behave better. The mention of such a thing was quite sufficient to restore order, and the *Lee-chuen* moved happily on her way. The one unfortunate incident of the otherwise pleasant excursion was that a coolie drawing up a bucketful of water overbalanced, fell overboard into the river, and was drowned before assistance could reach him.—*China Gazette* correspondent.

OPENING OF THE CUSTOM HOUSE AT TSINGTAO.

Tsingtao, 2nd July.

The Kiaochau Custom House was formally opened at Tsingtao on the 1st of July by Mr. Ohlmer, Commissioner of Customs, in the presence of the Governor and his staff. The ceremony of unfurling the Chinese flag was gracefully performed by the Baroness von Lillienor.

In thanking the Governor for his attendance, Mr. Ohlmer pointed out that the day marked the commencement of a new era in the history of the young colony—the conditions under which the Customs would function were unique in Customs history, but being on a liberal and rational basis he was convinced that they would, in a large measure, contribute to the prosperity of the new trade centre.

The Governor, in responding, referred to the amiable relations existing between the Kiaochau Government and the Customs and expressed the confident hope that they would be maintained for the benefit of the Colony.

There has been no hot weather here yet, but a good deal of rain. Shipping is brisk, and there are as a rule three or four steamers in port at a time, sometimes more.—*N. C. Daily News* correspondent.

JAPANESE EMPLOYEES IN THE CHINESE CUSTOMS.

The fact of Mr. Kurosawa's engagement as an official of the Chinese Customs has already been published. It is now stated that Sir Robert Hart has decided to give positions of the same nature to six or seven Japanese in addition. The credit of having brought this matter to the notice of Sir Robert and effected the preliminary arrangements with him is assigned to Mr. Homura, who formerly served in the Customs at Tamsui and Kelung. It is possible that the method of competitive examination may be employed to choose from among the candidates should their number be large, which is very probable, seeing that the salary attached to the post is from 150 to 160 yen monthly. At the same time, as an exceptional knowledge of the English language and of book-keeping is required, and as Japanese possessing such a knowledge can command fine positions in their own country, the Chinese Customs may not prove too attractive. —*Japan Mail.*

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

There has been a great flood in Loongkong, in the Sub-prefecture of Waichow, in consequence of the late continued heavy rain. The people there are very poor, many of them living in flimsy huts and cottages, a great number of which have been destroyed by the flood, and thousands of people have been rendered homeless. As the rice crops there have also been destroyed, famine is threatened. The Canton Government, being informed by the Magistrate of the district in question, has sent a large quantity of rice and a sum of money for distribution among the sufferers in the distressed district.

On the 29th ultimo two junks having on board two hundred soldiers who were sent from Canton to cope with the robbers in Takongghu, which as previously reported has been oppressed by the robbers under a leader named Eoo Tsang-hoi, were attacked by about one hundred robbers at night by surprise. When the robbers arrived the soldiers were still in sound sleep, so that the robbers, being provided with such a favourable opportunity, were able to do what they liked. They set fire to the two junks and took away all the weapons, ammunition, flags, and uniforms. All the soldiers jumped overboard to make their escape and it is said about fifty of them have been killed or are missing. The robbers then put on the uniforms of the soldiers and marched to the villages to commit robberies and demand money by force.

A serious outbreak of plague has occurred in Kuchow and several thousands of victims have been claimed by the pest. When the annual examination was to be held the other day for the degree of Suitsai, a very small number of scholars were present, so the examination was postponed *sine die*.

The rebels who have been dispersed by the Canton soldiers in Lukfung district have fled to Hoifung district, where they have commenced their depredations and attacked the Yamens. The Canton Government has ordered the Canton soldiers stationed in Lukfung to march to Hoifung to root them out.

It is reported that on the 26th ultimo the Viceroy received a telegram from the Tsungli-Yamen saying that the French want all the Customs stations in Kwongchowwan to be removed within a certain period.

HONGKONG.

H. E. the Governor has gone to his Peak residence, "The Cliffs."

Mr. E. V. Brennan has taken over charge of the Kowloon Customs as Acting Commissioner.

A Government Gazette extraordinary was issued on Monday afternoon declaring Amoy an infected port.

The Sanitary Board is making a call for volunteers to aid in the house to house visitation in connection with the plague.

A report has been received by telegram from Singapore that the steamer *Shantung* is ashore in the vicinity of the South Natuna Islands.

The only cases of infectious disease reported last week, in addition to plague, were one case of enteric fever, on the steamer *Diomed*, and one case of smallpox.

On Friday 7th July Sergeant Watts, of the Royal Engineers, was taken to hospital, his temperature registering 110, and he died on Saturday morning from heat apoplexy. Deceased, who was a native of Plymouth, leaves a wife and a young child. The funeral took place on Sunday, and was attended by many of deceased's late comrades and the Fusiliers Band.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, as certified by the Managers of the respective Banks, are published:—

Banks.	Average amount.	Specie in reserve.
Chartered Bank of India, Australia and China,	\$2,049,940	\$1,300,000
Hongkong and Shanghai Banking Corporation	7,974,167	5,000,000
National Bank of China, Limited,	446,538	150,000
Total	\$10,470,645	\$6,450,000

On Monday afternoon Mr. G. J. W. King offered for sale by public auction several lots of Crown land. Inland lot No. 1551, which is situated in Kennedy street, Wanchai, and contains 1480 square feet, and Inland lot 1555, in the same street and containing 1862 square feet, were bought by Mr. Li Pang, contractor, the former for \$1,200 (upset price \$74), annual rent \$17 and the latter for \$1,560 (upset price \$930; annual rent \$21). Several lots above Robinson road were offered. Lot 1544 was bought by Mr. Sin Sui Wan for \$5,500. The lot contains 41,060 square feet; annual rent \$2-3; upset price \$4,930. Lots 1545, 1546, and 1547 produced no bids. Mr. A. Shelton Hooper bought lot 1548 for \$5,730 (upset price \$5,720; annual rent \$327; area 47,530 square feet). Mr. M. J. D. Stephens was the purchaser of lot 1549, which contains 22,250 square feet; annual rent \$153. The upset price was \$2,670, and the amount realised was \$4,010.

At the Harbour Office on Thursday morning, before Commander Rumsey, H. Hansen, cook of the British barque *Rose*, was charged by Alfred Rickers, master of the vessel, with refusing duty on Wednesday in the harbour. Captain Rickers said defendant was on the articles of the *Rose* as cook and steward. On Wednesday morning there was some dispute about lard, and defendant started thumping the table. Witness told him to leave the cabin, but he refused to do so. Defendant was very much excited and said, "I don't chuck you over the side," whatever he meant by it. Defendant said he was a Norwegian and did not understand. The Captain said defendant understood English well enough at other times. His Worship said that that was generally the case—they did not understand English when they came there. His Worship directed that a letter should be sent to the Norwegian Consul so that an interpreter could be obtained.

At the Magistracy on Tuesday, before Mr. Gompertz (Acting Police Magistrate), two men were placed in the dock on a charge of robbery with violence. It appears that on Monday night defendants and two other men engaged a boat at Shaikiwan in charge of two women. When about a mile from the village one of the men called out "Now's the time," and while he held one of the women by the throat another of the men pulled a bangle, valued at \$11.50, from her arm. The women called out, and some fishermen who heard their cries came to their assistance. In the struggle which ensued the boat capsized. The women were rescued and taken on board the fishermen's boat as were also two of their assailants, the other two being either drowned or getting away. The woman made their way to the Shaikiwan Police Station and told Inspector Robertson their story. The Inspector accompanied them to the fishermen's boat, and received defendants into custody. First defendant said two men engaged the boat and they went with them. Second defendant had nothing to say. They were each sentenced to three months with hard labour and ordered to receive six strokes with the birch rod.

It is notified in the *Gazette* that the Police Station at Kowloon City has been declared a Register Office of births and deaths.

The appointment of Committees for the various sub-districts on the mainland of the New Territories, under the Local Communities Ordinance, is gazetted.

The maximum temperature last month was 83, on the 23rd, and the minimum 68.9, on the 10th, the mean for the month being 79.7. The rainfall amounted to 18.975 inches.

It is notified in the *Gazette* that arrangements are being made to hold in Hongkong, in the course of the month of January next, an examination for diplomas of the college of Preceptors.

The stamp revenue for the first half of the present year was \$194,681, being an increase of \$3048 on the amount collected in the corresponding half of 1898. There were increases in 29 items and decreases in 13, amongst the decreases being one of \$23,290 under the head of probate.

The ribbon originally attached to the Jubilee medal, is not allowed to be worn, on account of its resemblance to the St. Michael and St. George ribbon, the prohibition being contained in Government notification No. 15 of 10th Jan. last. A new ribbon has now been issued to replace it, which has a white centre and yellow edges.

On Saturday Messrs. Hughes and Hough offered for sale by auction Marine Lot No. 10.1. The property, which is known as 66, 67, 68, Praya East, and 69 and 70, Wanchai Road, is held for the residue of a term of 999 years at a yearly crown rent of \$67.10. It was purchased by Mr. Ting Tui Ling for \$51,450, which is at the rate of \$1.75 per foot.

During the week ended 8th July there were 100 cases of plague and 96 deaths, as compared with 142 cases and 144 deaths the previous week. The daily returns for the present week are as follows:—Sunday, 12 cases and 15 deaths; Monday, 14 cases 10 deaths; Tuesday, 7 cases, 7 deaths; Wednesday, 8 cases, 8 deaths; Thursday, 8 cases, 10 deaths; Friday, 6 cases 8 deaths.

It is notified in the *Gazette* that H.E. the Governor has been pleased to appoint the following committee to enquire into and report upon the question of subsidiary coinage in the colony, namely:—Hon. A. M. Thomson, Colonial Treasurer, Chairman; Sir Thomas Jackson, Hon. T. H. Whitehead, Mr. J. Thurburn, and Mr. R. M. Gray, Chairman of the Hongkong General Chamber of Commerce.

At the Magistracy on Monday afternoon eight men were charged with being concerned in an armed robbery at Pat Heung, near Un Loong, on the 5th inst., when \$1,500 in money was stolen and goods to the value of \$1,600. A Chinese constable said that he went to the scene of the robbery on the evening of the 17th inst. for the purpose of making enquiries, and on the following morning he and Inspector McDonald and two Chinese constables went to a place called Sai Kok Tsui, and arrested seven of defendants on a boat there. On searching the boat he found some of the articles which had been stolen and also five loaded rifles, eight swords and knives, and some revolvers. Prisoners were remanded, and on Thursday were committed for trial.

MISCELLANEOUS.

The *Shanghai Mercury* understands that it is the intention of the Russo-Chinese Bank to erect a very grand building on the site of Dent's hong. Provision will be made for very ample banking accommodation and also offices for the various Russian steamship companies that have now their cramped quarters at the Bank. The Russian Consulate will also be situated in the building and it is expected that several Russian tea merchants will have offices there also.

On the 27th June a steam-launch named the *Florida*, of 40 tons, was towed into Manila harbour by the *Princeton*, having been captured in the gulf of Lingayan on the 25th. It is supposed that she had been running contraband of war and when sighted by the Americans she tried to escape. Nothing illegal was found upon her, however, when she was searched. She was under the command of a British subject and was manned by a crew of Chinese. The captain said the launch had come from Hongkong.

H.M.S. *Waterwitch*, having completed her survey in the vicinity of Tinghai Island, returned to Shanghai on the 2nd July.

At the Mixed Court at Shanghai the other day, before Mr. Weng (magistrate), and Dr. Barohet (U.S. assessor), a native reporter of the *Hai Shang Jeh Pao* was charged with black-mailing Messrs. Olivier, de Langenhagen & Co.'s compradore. The trouble arose over a case of piece-goods which had been stolen from the Shanghai and Hongkew Wharf Co.'s godowns last week and to whom the goods were consigned. The reporter wrote a paragraph stating the compradore was the thief and refused to contradict it unless paid the sum of \$100. The court sentenced accused to three months' imprisonment.

A newly-arrived student of the French Legation, whilst riding outside the Cheng-yang Gate, Peking, on Sunday, 25th June, jostled against two mounted Chinese soldiers. They showed some irritation probably, and the young man foolishly raised his whip at them, at which they attacked him, and together with some of the bystanders gave him a bit of a mauling. As he was seen going about Peking the same evening, however, he was presumably not seriously hurt, but such imprudence might have caused his death—*Peking and Tientsin Times*.

We (*N. C. Daily News*) regret to have to announce the sudden death at the Commercial Hotel, Shanghai, on the morning of the 6th July, of Mr. Karl Steele-Tölle, an eminent violoncellist and a native of Germany, at the age of 65. He arrived at Shanghai about six months ago having previously visited the place about twenty years ago, but his hand had lost its cunning, and he would have fared badly but for the kindness of the Philharmonic Society, Commander Vela, Professor Sternberg, and Mr. F. L. Crompton. He held several German diplomas for proficiency in music, and was at one time a member of Herr Aug. Manns' famous Crystal Palace orchestra. He spent ten years in Java, where he gave many successful concerts, and pursued his profession in Leipzig between 1890 and 1897. He was unmarried, two sisters being his only living near relatives. Dr. Pantun was called when it was found that he was dead and certified that he died of apoplexy. He was found dead at 8.45 a.m. having taken his coffee as usual two hours before. He was buried in the evening at the Bubbling Well Road Cemetery, Pastor Krantz officiating.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1899-1900	1898-99
lbs.	lbs.	lbs.
Hankow and Shanghai...	9,544,030	10,608,322
Amoy.....	50,445	14,938
Canton.....	717,140	911,089
	10,281,615	11,534,349

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1899-1900	1898-99
lbs.	lbs.	lbs.
Shanghai.....	1,222,849	1,132,577
Amoy.....	1,139,639	1,782,100
Foochow.....	197,404	...
	2,559,892	2,914,677

EXPORT OF TEA FROM CHINA TO ODESSA

	1899-1900	1898-99
lbs.	lbs.	lbs.
Shanghai and Hankow...	8,045,356	8,304,515

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1899-1900	1898-99
lbs.	lbs.	lbs.
Yokohama.....	8,802,293	10,020,497
Kobe.....	3,999,880	4,578,945
	12,802,173	14,599,442

SILK.

SHANGHAI, 8th July.—(From Messrs. A. R. Burkill & Son's Circular)—Home advices report a firm market with Blue Elephants at 12/10 and Gold Killing at Fcs 32.25. Raw Silk.—Business has been on a small scale this week, the enquiry running on Coarse Silks. Yellow Silk.—About

450 bales have been settled at same prices as last week. Arrivals, as per Customs Returns, 1st to 7th July are: 3,801 bales White, 361 bales Yellow and 101 bales Wild Silk. Steam Filatures.—Market strong, we hear of no further settlements; the Filatures are nearly all fully engaged up to end of this year. The Export of Steam Filatures to date is: 2 bales to England, 195 to France, and 242 bales to America. Wild Silk.—50 bale only have changed hands. Waste Silk.—We only hear of the settlement of 50 piculs Yuheng Pd. Cocoons 74/75 per cent. Tls. 8. The market for all kinds is very strong and dealers are asking extreme prices.

Prices calculated by Maerten's Tables at 11 per cent. Exchange 2/9 and Fcs. 3.40. Freight Tls. 7.25 per bale.

	Tls.	Stg.
	per pic.	per lb.
Tayssam.—		
9 by 12 Moss, Double Butterfly 2.....	410	9/10
Green Kahing M.M.....	487	11/7
Skins.—		
Red Killing.....	357	8/7
Yellow Silk.—Tunglo.....	372/385	8/11 a 9/8
Menchow.....	372/39	8/11 a 9/5
Yellow Silk.—Kopun 1.....	357	8/7
Meeyang.....	337/340	8/2 a 8/3
Wongyl 1.....	280	6/10
Wongchow.....	240/270	6/1 a 6/7
Szechong.....	230	5/8
Wild Silk.—		
Tussah Filature, 8 Cocoons.....	252	6/2

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900	1898-99
bales.	bales.	bales.
Shanghai.....	14,597	6,097
Canton.....	2,018	1,546
Yokohama.....	19,874	19,734
	36,589	27,377

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900	1898-9
bales.	bales.	bales.
Shanghai.....	393	414
Canton.....	634	382
Yokohama.....	10,787	37,019
	31,814	37,815

CAMPHOR.

HONGKONG, 4th July.—There is little change to report in the position of this market. Quotations for Formosa are \$63.50 to \$64.00. Sales 200 piculs.

SUGAR.

HONGKONG, 14th July.—The advance in prices continues. Quotations are:—

Shekloong, No. 1, White...	\$8.05 to \$8.10	cl.
do. " 2, White...	7.65 to 7.60	"
Shekloong, No. 1, Brown...	5.45 to 5.40	"
do. " 2, Brown...	5.35 to 5.40	"
Swatow, No. 1, White...	7.95 to 8.00	"
do. " 1, White...	7.45 to 7.50	"
Swatow, No. 1, Brown...	5.30 to 5.35	"
do. " 2, Brown...	5.20 to 5.25	"
Foochow Sugar Candy.....	11.15 to 11.20	"
Shekloong.....	10.40 to 10.45	"

MISCELLANEOUS EXPORTS.

Per steamship, *Nordhavet*, sailed on the 28th June For Copenhagen:—4 cases sundries, 7 bales feathers, 28 bales canes, 70 cases curios, 100 cases chow-chow, and 200 cases ginger.

Per steamship, *Siam*, sailed on the 3rd July. For Havre:—6 cases trunks and 18 cases Chinaware. For Copenhagen:—3 cases curios, 241 bales canes, 294 1/2 chests tea, and 1,300 cases cassia.

Per P. & O. steamer *Japan*, sailed on the 7th July. For Manchester:—200 bales waste silk. For London:—232 boxes tea (4,872 lbs. Congou, 14,058 boxes tea 295,218 lbs. So, caper,) 186 packages tea from Amoy, 454 packages tea from Foochow, 3 packages sundries, 330 bales bambooware, 53 cases blackwoodware, 20 cases Chinaware, 4 bales splits bamboo, 752 rolls mats and matting, 2 cases cigars from Manila, 2 cases cigars from Hongkong, 50 bales waste silk, 75 bales and 5 packages feathers, 1 case books, 5 cases curios, 25 cases bristles, 4 cases albumen, 1 case birds' skins, 56 bags shells, 1 box turtle shell, and 100 bales canes.

Per P. & O. steamer *Bengal*, sailed on the 8th July. For London:—130 bales raw silk, 5 cases silks, and 2 cases sundries. For Marseilles:—287 bales raw silk, 3 cases ilang ilang, and 3 cases silks. For Lyons:—424 bales raw silk. For Milan:—15 bales raw silk. For St. Etienne:—10 bales raw silk.

OPIUM.

HONGKONG, 14th July.—Bengal.—Rates have been well maintained during the past week. There has been a good demand for Benares opium owing to the decreasing stocks at Shanghai. Closing quotations are:—New Patna \$815, Old Patna \$872, New Benares \$825.

Malwa.—There has been a fair amount of business done during the interval and the market closes steady. Latest rates are:—

New	\$700 with allowance of nil.
Old (2 yrs.)	\$740 " " of nil to 1 1/2 catties.
" (3/4 ")	\$770 " " " to 3 " "
" (5/6 ")	\$790 " " " to 2 1/2 " "
" (7/8 ")	\$810 " " " to 1 1/2 " "
" (9/10 ")	\$850 " " " to 2 1/2 " "

Persian.—Rates have had a decline during the interval and the market closes dull at the following figures:—Oily \$650 and Paper-tied \$650 to \$760.

To-day's stocks are estimated as under:—

New Patna.....	875 chests
Old Patna.....	241 " "
New Benares.....	151 " "
Old Benares.....	6 " "
Malwa.....	730 " "
Persian.....	750 " "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
July 8	815	870	820	—	700	700
July 9	815	870	820	—	"	"
July 10	817 1/2	872 1/2	820	—	"	"
July 11	817 1/2	872 1/2	820	—	"	"
July 12	817 1/2	872 1/2	822 1/2	—	"	"
July 13	817 1/2	872 1/2	822 1/2	—	"	"
July 14	815	872 1/2	825	—	"	"

RICE.

HONGKONG, 14th July.—The demand from Swatow continues and prices have further advanced. Quotations are:—

Saigon, Ordinary.....	\$2.15 to 2.50
" Round, good quality.....	2.35 to 2.50
" Long.....	3.15 to 3.30
Siam, Field, mill cleaned, No. 1.....	2.90 to 3.25
" Garden, " No. 1.....	3.35 to 3.40
" White.....	3.35 to 3.50
" Fine Cargo.....	4.10 to 4.15

MISCELLANEOUS IMPORTS.

HONGKONG, 14th July.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn:—50 bales No. 8 at \$67.50, 760 bales No. 10 at \$68 to \$80, 600 bales No. 12 at \$68.50 to \$77, 100 bales No. 16 at \$79, 350 bales No. 20 at \$69.50 to \$85.50. Grey Shirtings:—400 pieces 7 lbs. Blue Lion at \$1.90, 500 pieces 10 lbs. at \$3.95, 600 pieces 8 1/2 lbs. Red Seal at \$2.62. White Shirtings:—750 pieces 6 Chop at \$4.25, 500 pieces D 70 at \$3.65, 500 pieces Gold Goose at \$4.37, 600 pieces Blue Lion at \$5.95, 750 pieces 6 Chop at \$4.25. T. Cloths:—600 pieces 8 lbs. Gold Dragon at \$2.70, 3,000 pieces 8 lbs. C C at \$3.07, 1,875 pieces Silver Lion No. 2 at \$1.79, 600 pieces 8 lbs. Chop X X at \$3.00, 600 pieces V V at \$2.95. Long Ells:—250 pieces 8 lbs. Scarlet Stag at \$6.65, 125 pieces 8 lbs. Scarlet Stag at \$6.65. Bengal Cotton:—62 bales at \$17.25, 74 bales at \$17.50, 100 bales at \$16.50, 50 bales at \$16.

COTTON YARN—		per bale
Bombay—Nos. 10 to 20s.....	58.00	to 90.00
English—Nos. 16 to 24.....	101.00	to 106.00
" 22 to 24.....	106.00	to 110.00
" 28 to 32.....	114.00	to 120.00
" 38 to 42.....	125.00	to 131.00

COTTON PIECE GOODS—		per piece
Grey Shirtings—6lbs.....	1.70	to 1.80
7lbs.....	1.90	to 2.00
8 1/2 lbs.....	2.35	to 2.40
9 to 10 lbs.....	3.25	to 3.40
White Shirtings—54 to 56 rd.....	2.30	to 2.50
58 to 60 ".....	2.70	to 2.85
64 to 66 ".....	3.50	to 3.65
Fine.....	4.30	to 4.65
Book-folds.....	3.75	to 3.85
Victoria Lawns—12 yards.....	0.66	to 1.35
T. Cloths—6lbs. (32 in.), Ord'y.....	1.52	to 1.72
7lbs. (32 ").....	1.85	to 2.10
6lbs. (32 ") Mexs.....	1.62	to 1.82
7lbs. (32 ").....	2.10	to 2.75
8 to 8 1/2 oz. (36 in.).....	2.35	to 3.20
Drills, English—40 yds., 14 to 16lbs.....	3.65	to 6.35

FANCY COTTONS—

Turkey Red Shirts—1½ to 1.60 to 4.75
8lbs.Brocades—Dyed 3.00 — —
per yard

Damasks 0.12 to 0.14

Chintzes—Assorted 0.08 — —

Velvets—Black, 22 in. 0.20 to 0.40

Velvets—18 in. 0.18 to 0.19
per dozenHandkerchiefs—Imitation Silk 0.25 to 1.25
per yardWoolens—
Spanish Stripes—Sundry chops. 0.62½ to 1.52½Habit, Med., and Broad Cloths. 1.20 to 2.25
p. r piece

Long Ellis—Scarlet 6.10 to 9.50

Assorted 6.20 to 9.60

Camlets—Assorted 11.50 to 31.00

Lassings—30 yds., 31 inches, 8.00 to 20.00
AssortedOrleans—Plain 7.50 to 8.50
per pairBlankets—8 to 12 lbs. (pair) 4.50 to 14.00
per pieceMETALS—
Iron—Nail Rod 4.75 to —

Square, Flat Round Bar ... 5.00 to —

Swedish Bar 6.50 to —

Small Round Rod 5.25 to —

Hoop 15 to 1½ in. 6.00 to —

Wire 15/25 9.50 to —

Old Wire Rope 2.50 to —

Lead, L. B. & Co. and Hole Chop 9-00 to —

Australian 8.95 to —

Yellow M'Lin—Muntz, 14/20 oz. 42.00 to —

Vivian's, 14/20 oz. 41.50 to —

Elliot's, 14/20 oz. 41.50 to —

Composition Nail 65.00 to —

Japan Copper, Slabs 43.00 to —

Tin 60.00 to —
per boxTin-Plate 7.50 to —
per cwt. caseSteel 3 to 4 6.00 to —
per pieceSUNDRIES—
Quicksilver 149.00 to —
per boxWindow Glass 5.78 to —
per 10-gal. case

Kerosene Oil 2.21 — —

SHANGHAI, 8th July.—(From Messrs. Noel,

Murray & Co.'s Piece Goods Trade Report.—

The advent of the hot weather is not going to

have the accustomed depressing effect on our

market this year, apparently, the condition of the

trade having so changed that it behooves those

interested in it to be constantly on the qui vive,

and without question the requirements for next

season will engage attention long before the

results of the present one have been computed.

This must have the effect of considerably circum-

scribing the business and will tell greatly in

favor of the owners of well-known and old

established chops, for outsiders will hesitate

about importing untried brands and manufact-

urers will have little occasion to consign surplus

stock. The Natives, though eager to buy, are

acting very carefully, and in spite of the un-

doubted scarcity will not pay up so long as there

are any of the lower cost goods available on the

market. There has been a decided want of com-

bined action amongst Importers this season, each

one working according to his own lights and

studying only his own hand. This want of

uniformity is certainly bewildering and makes it

very difficult to keep the run of the market, the

prices even at Auction this week showing great

irregularity, in many cases being actually lower,

although the market is nominally so strong. It

is rumored at the close that Tientsin has sent

down orders to buy freely at last, so the long

looked for upward movement in prices may soon

take place now. Business during the interval

from first hands has been confined chiefly to

Manchester makes from stock or for near arrival,

but a fair quantity of American manufactures

have changed ownership amongst the natives.

There is a good forward enquiry and orders are

being booked with some freedom for the Spring,

but in many cases manufacturers, in the States

especially, will not commit themselves so far ahead.

The demand for Yarn continues unabated and a

slight advance in noticeable this week. Cotton

is strong and advancing but the Local Mills hav-

ing got in a sufficient supply at the lower prices

appear to be quite indifferent about it now.

METALS, 10th July.—(From Messrs. Alex.

Hill & Co.'s Report).—Hardly any business

has been transacted during the week under

review, home prices keeping firmer with a still

upward tendency. No heavy order has therefore

been placed. 1,200 piculs Bar Cropping at Tls. 2.

65 spot 20 tons Plain Galvanized Sheet Iron, 28

gauge at £16 0.0, c.i.f. & c; 25 tons Corrugated
Galvanized Sheet Iron, 26/28 at £15,176 c.i.f. & c.

EXCHANGE.

FRIDAY, 14th July.

ON LONDON.—

Telegraphic Transfer 1/11½

Bank Bills, on demand 1/11½

Bank Bills, at 30 days' sight 1/11½

Bank Bills, at 4 months' sight 1/11½

Credits, at 4 months' sight 2/0

Documentary Bills, 4 months' sight 2/0½

ON PARIS.—

Bank Bills, on demand 2.48½

Credits, at 4 months' sight 2.52

ON GERMANY.—

On demand 2.01½

ON NEW YORK.—

Bank Bills, on demand 48½

Credits, 60 days' sight 49½

ON BOMBAY.—

Telegraphic Transfer 147½

Bank, on demand 147½

ON CALCUTTA.—

Telegraphic Transfer 147½

Bank, on demand 147½

ON SHANGHAI.—

Bank, at sight 72½

Private, 30 days' sight 73

ON YOKOHAMA.—

On demand 4½ % pm.

ON MANILA.—

On demand 2 % pm.

ON SINGAPORE.—

On demand 1½ % pm.

SOVEREIGNS, Bank's Buying Rate, 10.06

GOLD LEAF, 100 fine, per tael 52.50

JOINT STOCK SHARES.

HONGKONG, 14th July.—The market con-
tinues to rule firm and a fair business has
been transacted during the week at advancing
rates.BANKS.—Hongkong and Shanghai with a
steady demand gradually rose in the early part
of the week to 310, with small sales, and later
to 312 and 314 per cent. prem., the last rise
being consequent upon a jump in the London
rate to £61.15s. Od. The figures of last six
months' working are published in the local press
and the Directors recommend (subject to audit)
a division of profits as follows:—Dividend of
30/-, to reserve fund \$1,000,000, written off
property account \$250,000, and carry forward
\$950,000. Nationals have changed hands at
\$22 and \$22½, closing with buyers at \$23.MARINE INSURANCES.—China Traders have
found buyers at \$62 and Unions at \$235.
Cantons, Straits, and the Northern Insurances
continue neglected at quotations.FIRE INSURANCES.—Both Hongkongs and
Chinas remain dull with only very small sales
at quotations.SHIPPING.—Hongkong, Canton and Macao
have ruled in good demand with sales at \$30½,
\$30½, \$31, and \$32, closing steady at the
last rate. Indos have found buyers at \$62 for
cash. Douglas's remain quiet and neglected
at \$57½ without business. China Manilas
have been negotiated in small lots at \$91.
China Mutuals unchanged and without busi-
ness.REFINERIES.—China Sugars have been
done at \$173½ and \$174 for cash, whilst shares
forward at something less than an equivalent
rate are unsaleable. Luzons continue out of
the market and weak at quotation.MINING.—Punjoms after fair sales in the
early part of the week at \$14.80 and \$14.85
suddenly went back to \$14.50 without finding
buyers, and at time of closing shares are pro-
curable at that rate. Charbonnages continue
quiet with small sales at \$245. Queens remain
quite neglected. Jebeus have changed hands
at \$14 and \$13.75 cash and a small sale was
effected for August at \$14.25. Raubs have
been in good demand and were placed as high
as \$64½ after sales at \$60, \$61, \$62, \$63, and
\$63½, market closing with sales at \$63. The
result of the May-June crushing is 2,100 oz.
from 2,450 tons. Olivers have found buyers
at quotations. Great Easterns have ruled
weak with only small sales.DOCKS, WHARVES, AND GODOWNS.—Hong-
kong and Whampoa Docks continue quiet
with small sales at 402 per cent. prem. cashand 407 per cent. for August. Kowloon Wharves
have found further buyers at \$96½ and \$97,
closing steady at the latter rate. Wanchais
have been placed at \$40½ ex div. and are wanted
at latter rate.LANDS, HOTELS, AND BUILDINGS.—Hong-
kong Lands with a strong demand have again
boomed to \$100 after sales at \$96, \$97, and \$98,
closing steady at \$100. The Directors have
decided to pay a dividend of \$2½ for the
six months ended 30th June. Hotels con-
tinue firm with sales at \$104, \$104½, and \$105
for cash. West Points after the declaration
of an interim dividend of 75 cents per share
have changed hands at \$30, \$31, \$32, \$32½, \$33,
and \$34, closing steady at \$34. Humphreys
have been in fair demand and been placed at
\$11, \$11.25, \$11.50, and 11.75.MISCELLANEOUS.—Green Islands have been
enquired for at \$28½, but holders demand \$28½.
Watsons have boomed to \$18 with buyers, after
sales at \$16, \$17, and \$17½. Electricies are
enquired for at \$12½ without bringing out
shares. Dairy Farms have changed hands at
\$5½. Fenwicks at \$43, and China Providents
at \$9.60.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[\$117.50 buyers]
Hongkong & Shanghai	\$125	314 p. ct. prem. =
China & Japan, ordy.	£4	£1.
Do. deferred	£1	£5 5s.
Natl. Bank of China		
B. Shares	£8	\$23, buyers
Found. Shares	£8	\$20.
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$ 0.
China Prov. L. & M.	\$10	\$9.60, buyers
China Sugar	\$100	\$174.
Cotton Mills—		
Ewo	Tls. 100	Tls. 70
International	Tls. 100	Tls. 65
Laou Kung Mow	Tls. 100	Tls. 75
Soychee	Tls. 500	Tls. 300
Yahloong	Tls. 100	Tls. 50.
Hongkong	\$100	\$80, sellers
Dairy Farm	\$6	\$5.25, sales
Fenwick & Co., Geo.	\$25	\$43, sales & sellers
Green Island Cement	\$ 0	\$28½, sellers
H. & C. B. kery	\$50	\$25.
Hongkong & C. Gas	£10	\$127, buyers
Hongkong Electric	\$10	\$12½, ex div. bys.
H. H. L. Tramways	\$100	\$145.
Hongkong Hotel	\$50	\$105, buyers
Hongkong Ice	\$25	\$116, buyers
H. & K. Wharf & G.	\$50	\$97.
Hongkong Rope	\$50	\$177, buyers
H. & W. Dock	\$125	402 p. ct. p em. =
Insurance—		[627]
Canton	\$50	\$140.
China Fire	\$20	\$38½, sellers
China Traders'	\$25	\$62, sellers
Hongkong Fire	\$50	\$310, sales
North-China	£25	Tls. 195
Straits	\$20	\$64, buyer
Union	\$50	\$235, buyers
Y. ngtze	\$60	\$10½, buyer
Land and Building—		
Hongkong Land Inv.	\$50	\$100, sellers
Humphreys Estate	\$10	\$11.75
Kowloon Land & B.	\$30	\$30.
West Point Building	\$50	\$34, buyers
Luzon Sugar	\$100	\$56½, sellers
Mining—		
Charbonnages	Fcs 250	\$245
Gr. Estn. & O'donian	\$ 0	\$2.50, sellers
Do. Preference	\$1	95 cts, sellers
Jebeus	\$ 0	\$1.60, sellers
Queen's Mines Id.	25c	47½ cts, buyers
Oliver's Mines, A.	\$5	\$6
Do. B.	\$4½	\$5, buyers
Punjom	\$6	\$14½, sellers
Do. Preference	\$1	\$2½
Raubs	15s 10d	\$63½, sellers
New Amoy Dock	\$6½	\$15½, buyers
Steamship Coys.—		
China and Manila	\$50	\$91, sales & buyers
China Mutual Pref.	£10	\$9.15s, buyers
China Ordinary	£10	£6, Os, buyers
Do.	£5	£3, Os., buyers
Douglas Steamship	\$50	\$57, sellers
H., Canton and M.	\$15	\$32, sellers
Indo-China S. N.	£10	\$62, buyers
Star Ferry	\$7½	\$16½, sellers
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$3	\$3, sellers
United Asbestos	\$2	\$2
Do.	\$10	\$10, nominal
Wanchai Warehouse	\$37½	\$4½, ex div. & d.
Watson & Co., A. S.	\$10	\$18, sellers [bys.]

J. Y. V. VERNON, Broker.

SHANGHAI, 11th July.—(From Messrs. J. P. Bisset & Co.'s Report).—The business of the week has been small, although better than that of the previous week. Banks.—Hongkong and Shanghai Banking Corporation.—An advance in Hongkong caused an improvement here, and cash shares were placed to Hongkong at 3.35 per cent. premium, with exchange 72, and changed hands locally at 300 per cent. premium, and exchange 73. Marine Insurance.—Unions changed hands locally at \$235. Yangtzes might be procured at \$110. Straits are still wanted. Fire Insurance.—No local business reported. Chinas were sold in Hongkong at \$89, and are wanted there at \$88.50. Sugars.—No local business is reported under this head. Mining.—Sheidan C. M. & M. shares were sold at Tls. 4, and are wanted, at perhaps a point better. Punjom Mining shares were sold to Hongkong at \$15, and Oliver's Freehold Mines 8 shares at \$34. Docks, Wharves and Godowns.—Business has been done in S. C. Farnham & Co. shares at Tls. 195. Shanghai Dock shares changed hands, Ordinary at Tls. 100 cash and Tls. 101 for the 31st current, Preference at Tls. 110. New Quay Dock shares were sold at \$154. Shanghai & Hongkew Wharf shares were sold at irregular rates, Tls. 190 and 185 cash, Tls. 187 for August, Tls. 190 and 193 for September, Tls. 192 for October and Tls. 193 for November. Hongkong & Kowloon Wharf & Godown shares were sold to Hongkong at \$95, and purchased thence at \$96. Lands.—Shanghai Land Investment shares were placed at Tls. 82.75 ex div., which is equal to Tls. 85 cum div. An interim dividend of 4 per cent. has been declared, payable on the 17th current. Kowloon Land and Building shares were sold to Hongkong at \$304. Industrial.—Shanghai Gas shares were sold at Tls. 195 cum the dividend of Tls. 6 payable on the 18th current. International Cotton Mill shares changed hands at Tls. 65. Lao-Kung-Mow at Tls. 75 and Yah Lungs at Tls. 50. Shanghai Ice shares were placed at Tls. 35. Tugs and Cargo Boats.—Shanghai Cargo Boat shares were placed at Tls. 17, and Co-operative shares at Tls. 165. Miscellaneous.—Shanghai-Langkai Tobacco shares are wanted. Hall and Hotz shares were sold at \$36. Loans.—Chinese Imperial Government Loan Bonds are wanted at Tls. 250. Shanghai Land 54 per cent. Debentures were placed at Tls. 95, Shanghai Gas 6 per cent. at par, and Shanghai-Sumatra Tobacco 8 per cent. at par.

Quotations are—

BANKS.
Hongkong and Shanghai.—\$505.00.
Bank of China and Japan, Ltd.—£1.0.
Do. ordinary.—£5.50.
National Bank of China, Ltd.—\$21.00.

COTTON MILLS.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.00.
Hongkong Cotton S. W. & D. Co.—80.00.
International Cotton Man. Co., Ltd.—Tls. 65.00.
Lao-kung-mow Cotton Co., Ltd.—Tls. 75.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.00.

DOCKS, WHARVES, &c.
Boyd & Co., Ltd., Founders.—Nominal.
Boyd & Co., Limited.—Tls. 240.00.
Hongkong & Kowloon Wharf Company.—\$96.
Hongkong and Whampoa Dock Co., Ltd.—\$625.00.
S. C. Farnham & Co.—Tls. 188.50.
Shanghai Engineering S. & D. Co.—Tls. 100.00.
Shanghai & Hongkew Wharf Co.—Tls. 155.00.

INSURANCES.
Canton Insurance Office, Ltd.—\$140.00.
China Fire Insurance Co., Ltd.—\$89.00.
China Traders' Insurance Co., Ltd.—\$62.00.
Hongkong Fire Insurance Co., Ltd.—\$312.50.
North China Insurance Co., Ltd.—Tls. 195.00.
Straits Insurance Co., Ltd.—\$6.00.
Union Insurance Society of Canton, Ltd.—\$235.
Yangtze Insurance Assoc., Ltd.—\$110.00.

LANDS.
Hongkong Land Invest. & A. Co., Ltd.—\$91.50.
Humphreys Estate & Finance Co., Ltd.—\$10.20.
Shanghai Land Invest. Co. (fully paid).—Tls. 83.00.

MINING.
Punjom Mining Co., Ltd.—\$15.00.
Punjom Mining Co., Ltd., pref. shares.—\$2.50.
Ruhp Australian Gold Mining Co., Ltd.—\$59.00.
Sheridan Consolidated Co.—Tls. 4.00.

SHIPPING.
China Mutual preference.—Tls. 72.00.
Do. ordinary, 25 paid.—Tls. 30.00.
Co-operative Cargo Boat Co.—Tls. 165.00.
Douglas Steamship Co., Ltd.—\$54.00.
Hongkong, Canton and Macao.—\$30.00.
Indo-China Steam N. Co., Ltd.—Tls. 50.00.
Shanghai Cargo Boat Co.—Tls. 175.00.
Shanghai Tugboat Co., Ltd.—Tls. 225.00.
Taku Tug & Lighter Co., Ltd.—Tls. 75.00.

SUGAR.

China Sugar Refining Co., Ltd.—\$174.00.
Luzon Sugar Refining Co., Ltd.—\$57.00.
Perak Sugar Cultivation Co., Ltd.—Tls. 53.00.

MISCELLANEOUS.

American Cigarette Co.—Tls. 57.00.
Central Stores, Ltd.—\$11.00.
China Flour Mills Co.—Tls. 35.00.
Hall & Holtz, Ltd.—\$36.00.
Llewellyn & Co., J., Limited.—\$15.00.
Major Brothers, Limited.—Tls. 40.00.
Shanghai Feather Cleaning Co.—Tls. 400.00.
Shanghai Gas Co.—\$195.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 62.50.
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd., Tls. 35.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 30.00.
Shanghai Rice Mills Co.—Tls. 25.00.
Shanghai-Sumatra Tobacco Co.—Tls. 55.00.
Shanghai Waterworks Co., Ltd.—Tls. 266.00.
Watson Co., A. S., Limited.—\$14.00.

TONNAGE.

SHANGHAI, 8th July (from Messrs. Wheelock & Co.'s report).—Since writing on the 26th ult. we have been on the verge of a break in rates for tonnage, and it was only averted by the steamers' agents coming to an amicable arrangement as to dates of arrival and departure of the several vessels circulated to load. Past experience has proved that cutting rates, already at such a low figure as 27s. 6d., does no one any good, while it upsets business calculations entirely, and the originator of the reduction is usually the one who does not receive the anticipated support. The majority of shippers do not care what the rate is provided it is not excessive and is kept steady. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltic ore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Konigsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 41s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 41s. 6d. net; Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 41s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 10s. nominal. New York via Pacific, 14 gold cent per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York via Suez, 27s. 6d. general cargo, 10s. extra for Turmeric, 27s. 6d. for tea, all net. Boston, 35s. general cargo, 10s. extra for Turmeric, 4s. for tea, all net. Coast rates.—Mojito to Shanghai \$1.60 per ton coal; Nagasaki to Shanghai \$1.60 per ton coal; Newchwang to Kobe 18 sen nominal; to Nagasaki 18 sen nominal; to Swatow 28 cents nominal; to Amoy 28 cents nominal; to Whampoa 30 cents nominal; to Canton 3 cents nominal; Wuhu and Chinkiang to Canton 6 cents nominal; to Amoy 15 cents nominal; to Swatow 15 cents nominal.

VESSELS ON THE BERTH.

For LONDON.—Bengloe (str.), Ballarat (str.), Patroclus (str.), Glengyle (str.), Sydney (str.), Kamakura Maru (str.).
For BREMEN.—Bayern (str.).
For MARSEILLES.—Sydney (str.), Kamakura Maru (str.).
For HAVRE AND HAMBURG.—Silesia (str.), E. Rickmers (str.), Aleria (str.), Wittenberg (str.).
For SAN FRANCISCO.—China (str.), Astec (str.), Belgian King (str.), Doric (str.).
For VANCOUVER.—Empress of Japan (str.).
For VICTORIA, B.C. VIA SHANGHAI.—Tacoma (str.).
For VICTORIA AND SEATTLE.—Hinshu Maru (str.).
For PORTLAND, O.—Monmouthshire (str.).
For NEW YORK.—Jadrapura (str.), Yangtze (str.), Ghazee (str.), Governor Robie, Josephus, St. James.
For AUSTRALIA.—Tsinan (str.), Yawata Maru (str.).
For GENOA VIA STRAITS, BOMBAY, &c.—Domenico Baldino (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

July—
ARRIVALS.
7, Keongwai, British str., from Bangkok.
7, Benledi, British str., from London.
7, Bennington, Amr. g.-bt., from Manila.
8, Silesia, Austrian str., from Yokohama.
8, Hermes, Norwegian str., from Tientsin.
8, Meefoo Chinese str., from Canton.
9, Bellerophon, British str., from Penang.
9, Esmeralda, British str., from Manila.
9, Formosa, British str., from Tamsui.
9, Lady Mitchell, British str., from Saigon.
9, Marie Jebsen, German str., from Saigon.
9, Monmouthshire, Brit. str., from Portland.
9, Tantalus, British str., from Shanghai.
9, Tategami Maru, Jap. str., from Moji.
9, Triton, German str., from Saigon.
9, Taksang, British str., from Canton.
9, Afridi, British str., from Amoy.
9, Tsinan, British str., from Hongay.
10, Sarnly, German str., from Foochow.
10, Inaba Maru, Japanese str., from Kobe.
10, Loosok, British str., from Bangkok.
10, Nestor, British str., from Moji.
10, Yiksang, British str., from Swatow.
10, Humber, British storeship, from Nagasaki.
11, Empress of Japan, Brit. str., from Vancouver.
11, Bygdo, Norwegian str., from Canton.
11, Whampoa, British str., from Canton.
11, Wingsang, British str., from Canton.
11, Zweena, British str., from Samarang.
11, Hailoong, British str., from Swatow.
11, Ariake Maru, Jap. str., from K'notau.
12, Hiroshima Maru, Jap. str., from Moji.
12, Hongkong, French str., from Hoihow.
12, Taichow, British str., from Bangkok.
12, Equatoria, Belgian str., from Antwerp.
12, Haimun, British str., from Tamsui.
12, Loyal, German str., from Hongay.
12, Tetartos, German str., from Saigon.
13, Hoihao, French str., from Pakhoi.
13, Ingraban, German str., from Newchwang.
13, Loksang, British str., from Swatow.
13, Siam, British str., from Swatow.
13, Taisang, British str., from Shanghai.
13, Menelaus, British str., from Liverpool.
14, Hyson, British str., from Calcutta.
14, Hating, French str., from Haiphong.
14, Wittenberg, German str., from Hamburg.
14, Sydney, French str., from Shanghai.
14, Sikh, British str., from New York.
14, Grafton, British cruiser, from Manila.
14, Kiangpak, Chinese str., from Canton.
14, Haitan, British str., from Coast Ports.
14, Tamsui Maru, Japanese str., from Amoy.
DEPARTURES.
8, Hongkong Maru, Jap. str., for S. Francisco.
8, Bengal, British str., for Europe.
8, D. Rickmers, German str., for Hamburg.
8, Japan, British str., for London.
8, Produca, Norw. str., for Singapore.
8, Kwanglee, Chinese str., for Shanghai.
8, Kweiyang, British str., for Canton.
8, Bygdo, Norwegian str., for Canton.
8, Whampoa, British str., for Canton.
8, C. H. Kian, British str., for Amoy.
8, Glenturret, British str., for Shanghai.
8, Columbia, Amr. str., for Portland, Or.
8, Robilla, British str., for Yokohama.
8, Hermes, Norwegian str., for Canton.
8, Chwnshan, British str., for Singapore.
8, Thales, British str., for Swatow.
9, Triumph, German str., for Hoihow.
9, Chowtai, British str., for Bangkok.
9, Maidzuru Maru, Jap. str., for Swatow.
9, Hue, French str., for Hoihow.
9, Lyeemoon, German str., for Shanghai.
9, Siam, British str., for Swatow.
9, Doyo Maru, Japanese str., for Kobe.
9, Fusan Maru, Jap. str., for Kobe.
9, Kiangpak, Chinese str., for Canton.
9, Shini Maru, Japanese str., for Moji.
10, Hainan, German str., for Chefoo.
10, Silesia, Austrian str., for Bombay.
10, Tantalus, British str., for London.
10, Taksang, British str., for Singapore.
10, Charterhouse, British str., for Amoy.
11, Quarta, German str., for Saigon.
11, Meefoo, Chinese str., for Shanghai.
11, Glenlochy, British str., for Singapore.
11, Germania, German str., for Saigon.
11, Propontis, British str., for Saigon.
11, Formosa, British str., for Swatow.
11, Inaba Maru, Japanese str., for London.

- 11, R. Rubattino, Italian str., for Singapore.
 11, P. C. Kiao, British str., for Bangkok.
 11, Afridi, British str., for New York.
 11, Foochow, British str., for Shanghai.
 11, Whampoa, British str., for Shanghai.
 11, Benledi, British str., for Nagasaki.
 11, Suisang, British str., for Calcutta.
 12, Bygdo, Norwegian str., for Chofoo.
 12, Yiksang, British str., for Hongay.
 12, Centaur, British str., for Singapore.
 12, Bellerophon, British str., for Amoy.
 12, Esmeralda, British str., for Manila.
 12, Wingsang, British str., for Swatow.
 12, Tategami Maru, Jap. str., for Moji.
 12, Lady Mitchell, British str., for Saigon.
 13, Sofala, British ship, for Port Angeles.
 13, Hailoong, British str., for Swatow.
 13, Sarnia, German str., for Hamburg.
 13, Hiroshima Maru, Jap. str., for Bombay.
 13, Ariake Maru, Jap. str., for Kuchinotsu.
 13, Loyal, German str., for Canton.
 13, Bennington, Amr. g.-bl., for Manila.
 14, Siam, British str., for Singapore.
 14, Keongwai, British str., for Swatow.
 14, Taisang, British str., for Canton.
 14, Ingraban, German str., for Canton.
 14, Hongkong, French str., for Haiphong.

PASSENGERS LIST.

ARRIVED.

Per *Maidzuru Maru*, from Tamsui, Mrs. Maria Oabaso and 170 Chinese.

Per *Bengil*, for Hongkong, from Shanghai, Messrs. G. C. Turner, W. Staats, Koo Tze Ming and E. S. Minny; for Singapore, from Yokohama, Mr. A. J. Wicks; from Shanghai, Messrs. A. Hesse and G. Zimmerman; for London, from Shanghai, Messrs. Poo Jai and Kuo Yung; for Marseilles, Mr. W. Theodor.

Per *Glenloch*, from Foochow, Mr. F. England, and Capt. Robinson.

Per *Charterhouse*, from Penang, Messrs. C. J. Judah and Kong Leong.

Per *Bennington*, from Manila, Mr. Schurman, President of American Philippine Commission.

Per *Formosa*, from Tamsui, &c., Mr. Lamert.

Per *Monmouthshire*, from Portland (Oregon), Messrs. B. Easthams, G. N. Pease, B. Campbell, and H. Campbell.

Per *Esmeralda*, from Manila, Mr. Ploves, Capt. Kataoka, Lieut. F. H. Holmes, Dr. Barker, Dr. Flesner, Messrs. H. Gay, Flint, M. Thomas, E. Yama, Artacks and children, R. E. Humphreys, Lieut.-Com. P. S. St. John, R.N., and Mr. Bee.

Per *Inaba Maru*, from Kobe, for Singapore, Mr. S. B. Terry; for Marseilles, Lieut.-Col. T. Matsukawa, Lieut. K. Moriyama, Messrs. K. Hidehara and D. D. H. Mine; for London, Comdr. T. Sato, Lieut. T. Yuasa, Surgeon A. Kobayashi, Paymaster G. Avida, Capt. Hadley, Messrs. J. B. Beaver, J. Colder, E. C. Phillips, A. E. Collingwood, and Capt. Harvey.

Per *Empress of Japan*, from Vancouver, Mr. J. Preuyt, Rev. J. C. Gibson, Miss E. Hume, Messrs. H. Martin and A. G. Robinson; from Yokohama, Messrs. E. Bedloe, J. Shelton, and Mrs. Kite and infant; from Kobe, Mr. A. Fink; from Shanghai, Mr. H. Silvester, Lieut. Wm. P. Elliot, U.S.N., Messrs. Len Chok Chi, Ho Sui-tin, C. F. Smith, Luk and Sui Ying Chon.

Per *Equatoria*, from Antwerp, &c., Mr. Dawson.

Per *Haimun*, from Tamsui, &c., Dr. Tubo, Major Morris, and Mr. Haeslop.

DEPARTED.

Per *Hitachi Maru*, for Kobe, Mrs. L. Saethe, Miss Saethe, Miss Murase, Drs. Kondo and Yamagata, Messrs. K. Kasto, E. Curjee, Mrs. Harvey, Miss Harvey, Col. T. Orchial, Dr. Suzuki Tanaka, Miss Hunt, Miss Wood, Messrs. E. Mine, Ludaiki, Kurahara, Mr. Eton, Mr. C. P. Mathew, Mr. and Mrs. Hasegawa, Mr. T. McCullagh, and Miss Iwase.

Per *Hongkong Maru*, for Yokohama, Mr. B. Luckan, Mrs. C. Ewens, Major and Mrs. Whitty, and Masters Harry and Jack Whitty; for San Francisco, Mr. Richard Bliss; for Vancouver, Mr. G. A. Inkoetler; for Amsterdam, Mr. E. A. Pan.

Per *Beigal*, from Hongkong, for Singapore, Mr. J. Welti, Mr. and Mrs. W. A. Johns, Mr. and Mrs. Dallas, Mr. and Mrs. Musgrave, Mr. and Mrs. Vallance, Mr. and Mrs. Phillips, Mr. and Mrs. Stevenson, Miss Blair, Messrs. Ferrell,

Munroe, Hall, Brown, Waddell, Montague, Oscar, and Mrs. Altern; for Colombo, Mrs. Nicolson; for Marseilles, Messrs. Conte Visconti, Carlo Bossi, Mr. and Mrs. King; for London via Marseilles, Sir John Lister Kaye, and Mr. F. England; for London, Mr. J. E. Thompson, Quarter-Master Sergt. and Mrs. W. Stone and 3 children, Messrs. M. O. Connor and E. E. Oram; from Yokohama, for Singapore, Messrs. Gorokubi Iwata, Kuchi Katoyama, and A. G. Wicks; for Marseilles, Mr. C. Kisaij; from Shanghai, for Marseilles, Mr. W. Theodor.

Per *Columbia*, for Shanghai, Mr. J. W. Butterworth.
 Per *Rohilla*, from Hongkong, for Nagasaki, Mr. Karoku Yamanaka, Mrs. Kiwa, Inspector Scott; for Yokohama, Messrs. J. G. Schurman, T. F. Hough, A. M. Marshall, Lieut.-Col. The O'Gorman, and Madame O'Gorman; for Kobe, from London, Mr. and Mrs. Learmouth; for Yokohama, from London, Mr. and Mrs. Whitehead and 2 children; from Marseilles, Mr. Cheetham.

Per *Inaba Maru*, for Singapore, &c., Lieut.-Col. T. Matsukawa, Lieut. K. Moriyama, Mr. D. D. H. Mine, Comdr. Sato, Lieut. T. Yuasa, Dr. Kobayashi, Mr. Arida, Capt. Hadley, Messrs. J. B. Beaver, J. Callier, E. C. Phillips, A. E. Collingwood, Capt. Harvey, Miss Marcaida, Major Somerville, K.O.R., and Mr. Rolph.

Per *Esmeralda*, for Manila, Messrs. E. H. Derrick, L. M. Gimenez, H. Martin, A. G. Robinson, F. Tyler, J. M. Buck, H. L. Sanguinetti, C. F. Smith, Lieut. W. P. Elliott, U.S.N., G. Hiyama, F. Abadi, Mr. and Mrs. F. Lorriaga, Mrs. Hite and child, and Mrs. Shaffer.

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Agnes, French steamer, 100, Coa, July 5, Order

Aztec, Hawaiian steamer, 3,058, Trask, July 5, P. M. S. S. Co

Belgian King, British str., 2,170, Weiss, July 2, Butterfield & Swire

Bucephalus, British str., 1,192, Robinson, July 7, Order

China, American str., 3,187, Seabury, July 6, P. M. S. S. Co

Empress of Japan, British str., 5,904, Bowles, July 11, C. P. R. Co

Equatoria, Belgian str., 1,275, Daley, July 12, Lauts, Wegener & Co

Haimun, British steamer, 636, Milroy, July 12, Douglas Lapraik & Co

Haitan, British steamer, 1,183, Roach, July 14, Douglas Lapraik & Co

Hating, French steamer, 705, Jousen, July 14, A. R. Marty

Hoihao, French steamer, 509, Gerard, July 13, A. R. Marty

Holstein, German str., 985, Ipland, July 7, Jebson & Co

Hyson, British steamer, 4,439, Fey, July 14, David Sassoon, Sons & Co

Kiangpak, Chinese str., 758, Andersen, July 7, Chinese

Loksang, British steamer, 978, Leask, July 13, Jardine, Matheson & Co

Loosok, British str., 1,020, Jackson, July 10, Butterfield & Swire

Marie Jebson, Ger. str., 1,771, Mathieson, July 5, Jebson & Co

Menelaus, British str., 3,006, Towell, July 13, Butterfield & Swire

Monmouthshire, Brit. str., 1,871, Evans, July 9, Dodwell & Co., Limited

Nestor, British steamer, 2,417, Asquith, July 10, Butterfield & Swire

Sikh, British steamer, 1,787, Rowley, July 14, Dodwell & Co., Limited

Sydney, French str., 2,077, Aubert, July 14, Messageries Maritimes

Taichow, British str., 862, Primrose, July 12, Chinese

Tamsui Maru, Jap. str., 1,075, Nagata, July 14, Mitsui Bussan Kaisha

Telena, British steamer, 3,120, Scott, July 7, Arnhold, Karberg & Co

Tetartos, German str., 1,548, Desler, July 13, Siemssen & Co

Tritos, German steamer, 1,333, Dinse, July 9, Siemssen & Co

Tsinan, British steamer, 2,300, Ramsay, July 9, Butterfield & Swire

Wittenberg, German str., 2,363, Madsen, July 14, Siemssen & Co

Zweena, British steamer, 941, Nesbitt, July 11, Lauts, Wegener & Co

SAILING VESSELS.

Drumburton, British 4-m. ship, 1,773, Spurring, June 29, Order

G. C. Tobey, Amr. bark, 1,393, Shurtleff, May 4, Dodwell & Co., Limited

Ivy, American ship, 1,181, Halstad, June 27, Order

P. N. Blanchard, Amr. ship, 1,503, Blanchard, July 15, Captain

Rose, British bark, 465, Riemers, June 12, Siemssen & Co

Stanfield, British barque, 576, Wilson, July 2, Order

Tam O'Shanter, Amr. ship, 2,260, Ballard, June 15, Arnhold, Karberg & Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Capt. Smith Dorrien, at Weihaiwei

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, at Foochow

Aurora, cruiser, 12 guns, 8,500 h.p., Captain Bayly, at Weihaiwei

Barfleur, battleship, 14 guns, 9,000 h.p., Capt. Hon. S. C. J. Colville, C.B., at Weihaiwei

Bonaventure, cruiser, 10 guns, 7,000 h.p., Comdr. R. A. J. Montgomerie, C.B., at Weihaiwei

Brisk, cruiser, 6 guns, 5,600 h.p., Capt. Wrey, at Nagasaki

Centurion, flagship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Weihaiwei

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Winnington-Ingram, at Hakodate

Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Wei

Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong

Grafton, cruiser, 12 guns, 10,000 h.p., Capt. W. Fisher, at Hongkong

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hermione, cruiser, 10 guns, 7,000 h.p., Captain Callaghan, at Hakodate

Tweed, gunboat, 3 guns, 200 h.p., in reserve, at Hongkong

Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Nagasaki

Humber, storeship, Comdr. H. J. Davison, at Hongkong

Iphigenia, cruiser, 8 guns, 7,000 h.p., Capt. H. N. Dudding, at Weihaiwei

Linnet, gun-vessel, 2 guns, 870 h.p., Com. Win W. Smythe, at Nagasaki

Orlando, cruiser, 12 guns, 8,500 h.p., Captain Burke, at Singapore

Peacock, gunboat, 6 guns, 720 h.p., Lieut. Comdr. P. S. St. John, at Manila

Phoenix, sloop, 6 guns, 1,100 h.p., Capt. R. P. Cochran, at Singapore

Pigmy, gunboat, 6 guns, 720 h.p., Lieut.-Comdr. C. J. F. Green, at Hongkong

Plover, gunboat, 6 guns, 720 h.p., Lieut.-Comdr. C. V. de M. Cowper, at Foochow

Powerful, cruiser, 14 guns, 25,000 h.p., Capt. Hon. H. Lambton, at Weihaiwei

Rattler, gunboat, 6 guns, 600 h.p., Lieut. Hon. G. A. Hardinge, at Foochow

Sandpiper, river gunboat, 2 guns, Lieut. and Comdr. Carr, on West River

Swift, gun-vessel, 2 guns, 870 h.p., Commander C. W. Winnington-Ingram, at Hongkong

Tamar, receiving ship, Commodore Francis Powell, C.B., at Hongkong

Victorious, battleship, 16 guns, 10,000 h.p., Captain A. Schomberg, at Yokohama

Waterwitch, surveying ship, 450 h.p., Lieut.-Comdr. W. Pudsey Dawson, at Shanghai

Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Kelly, at Weihaiwei

Wivern, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong

Woodcock, gunboat, 2 guns, 560 h.p., Lieut. and Comdr. Watson, at Ichang

Woodlark, gunboat, 2 guns, 550 h.p., on Yangtze